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THE BALTIMORE BOOK

FOURTH EDITION



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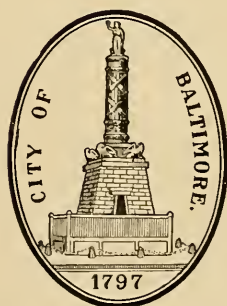


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THE BALTIMORE BOOK

A RÉSUMÉ OF THE
COMMERCIAL, INDUSTRIAL AND
FINANCIAL RESOURCES, MUNICI-
PAL ACTIVITIES AND GENERAL
DEVELOPMENT OF THE CITY OF
BALTIMORE

Published by
THE MUNICIPALITY



Issued at the Instance of
HON. JAMES H. PRESTON, Mayor
by
WILBUR F. COYLE, City Librarian

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BALTIMORE, IN 1752

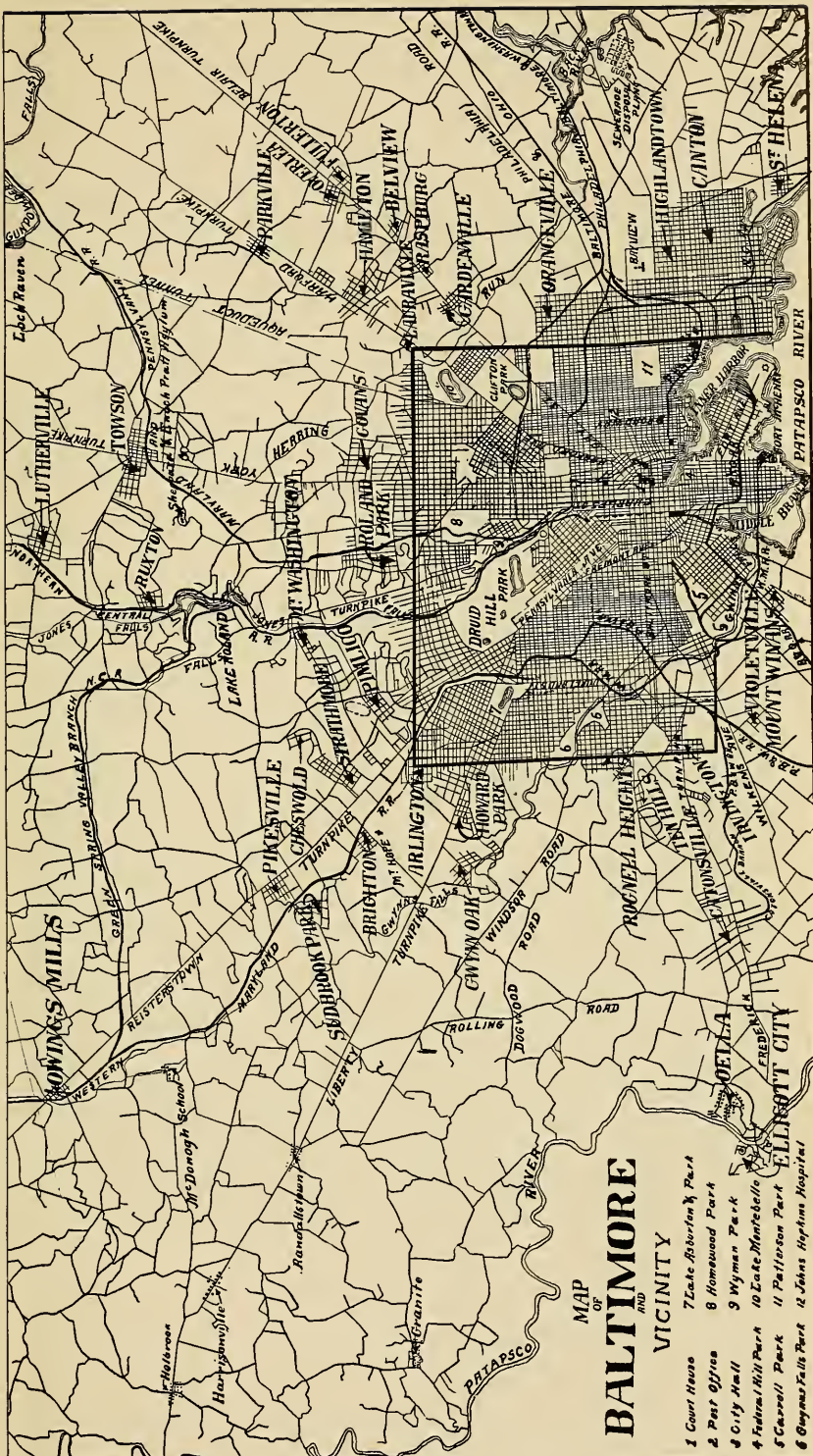


COURTESY OF J. W. G. BAKER. COPYRIGHTED.

1904—February 7-8, fire swept over 140 acres, destroying 86 blocks of buildings in the business center of Baltimore; loss \$125,000,000. This picture is a partial view of the ruins

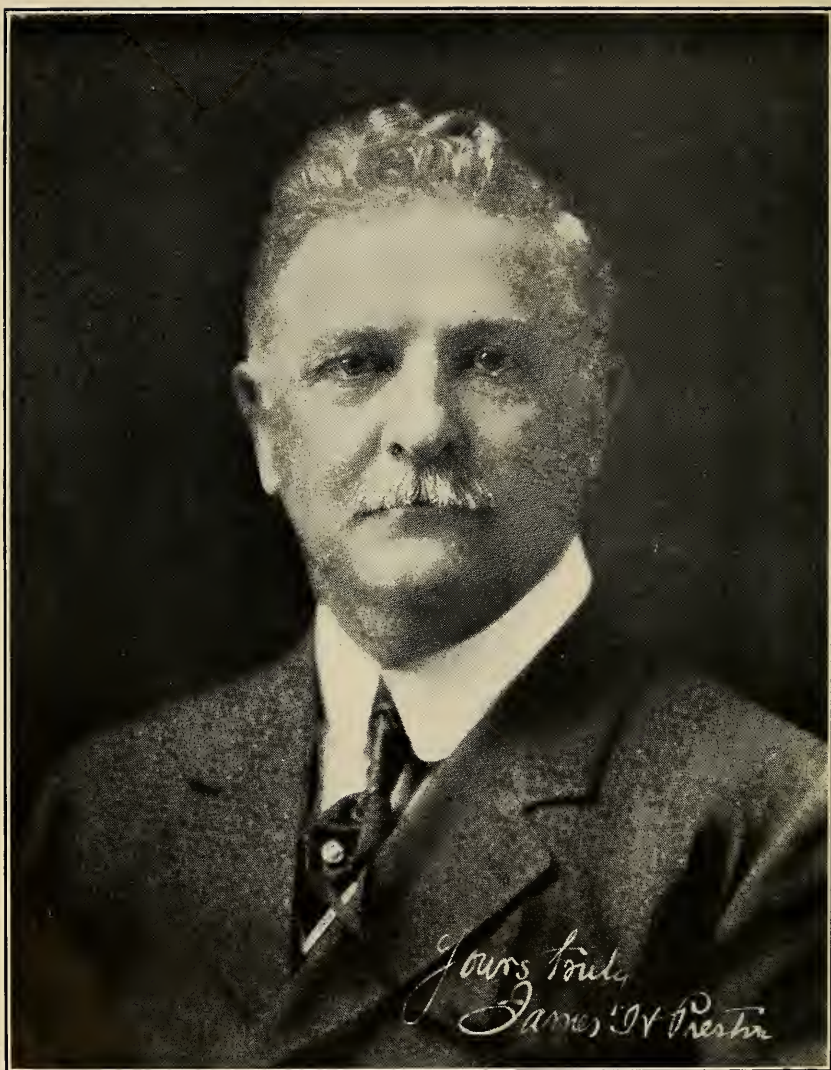


1911—This comparative picture includes the burned section above. It shows the marvelous rehabilitation of the burned district and bears testimony to the pluck and energy of Baltimoreans, who courteously declined outside aid after the great disaster



MAP OF **BALTIMORE** AND VICINITY

- 1 Court House
- 2 Post Office
- 3 City Hall
- 4 Federal Hill Park
- 5 Carroll Park
- 6 Bayview Park
- 7 Lake Harford Park
- 8 Homewood Park
- 9 Wyman Park
- 10 Lake Montebello
- 11 Patterson Park
- 12 Johns Hopkins Hospital



HON. JAMES H. PRESTON
Mayor of Baltimore

EXPLANATORY



HIS book is written in response to the demand for accurate information concerning Baltimore, its resources, its general development, and its municipal activities.

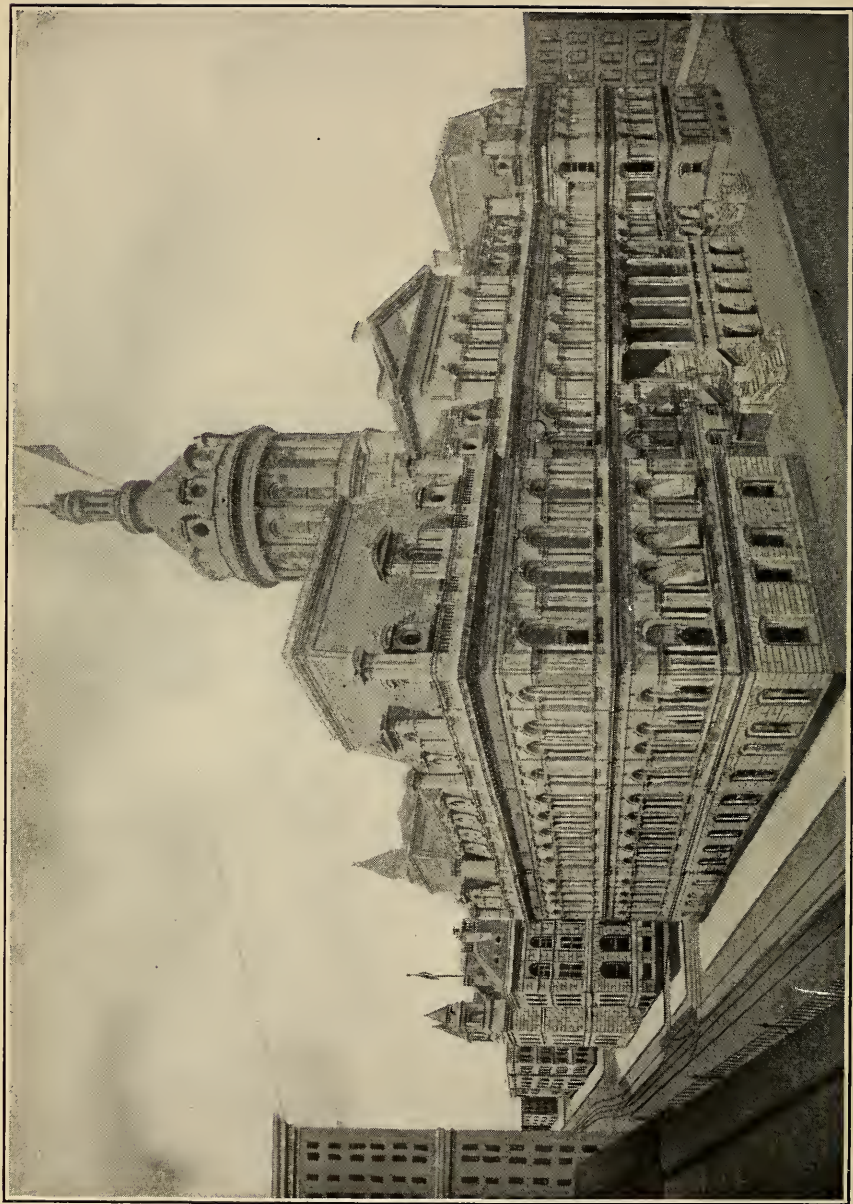
The Baltimore Book is published by the Municipality. It has no private purpose to serve. It deals primarily with the Baltimore of TODAY.

Baltimore reveres her traditions, is proud of her history, glories in her honored past, but Baltimore, rich in all these priceless blessings, has been very practical and has given much thought, much aggressive energy, to the solution of the material problems that confront her as an important member of the Great Family of American Municipalities.

What Baltimore is and what Baltimore is doing are herein presented as eloquent and convincing facts. The case is rested without argument.

The development of Baltimore along industrial, commercial, governmental, financial and all civic lines, during recent years, has been extraordinary. Imagination plays no part in that statement.

Baltimore, as far as the memory of man runneth, has always been big. It started with all the natural prerequisites of a great city. But Baltimore is not only big. It is bigger than ever; not only bigger, but better. This is not a vain boast. A few cities are bigger than Baltimore; find a better one. Baltimore has been bountifully endowed by nature, and nature is being assisted by those most skilled in civic development. The following pages will tell how, That is the STORY.



CITY HALL



CITY GOVERNMENT OF BALTIMORE WHAT IT IS DOING

A résumé of great projects under way: The \$23,000,000 Sewerage System; Repaving the City; Civic Centre; Colossal Municipal Docks; Factory Site Commission; Splendid Parks; Sanitary Regulations; Health, Fire and Police Departments; Public Schools; Free Baths, etc.

THE Municipal Government of Baltimore is alert, creative and constructive. It is not sufficient to say that the administration is in sympathy with the great forward movement in this City. It is an inspiring part of the movement. Loyal support and encouraged by citizens in all walks of life, it is engaged in a systematic scheme of modernization and beautification, and is pursuing a masterful constructive policy. It is a policy that does not balk at obstacles. An obstacle is something to be overcome; that's all.

Since 1904, when the heart of Baltimore was burned out, when smoldering ashes and hideous debris stretched over 140 acres, Baltimore has been building, and building big. The great disaster was turned into opportunity. The loss, approximately \$125,000,000, was a staggering blow. No effort is made to minimize this fact, but it was a blow that awoke the fighting spirit. It was not a knockout.

At this crisis, what did the City Government do?



BALTIMORE'S \$3,000,000 COURTHOUSE

Its mural decorations are among the finest works of art in American public buildings



It refused all outside aid; declined it courteously and with grateful thanks, for stricken Baltimore was very grateful. It wasn't false pride that impelled Robert M. McLane, then Mayor, to take this stand. He voiced the sentiment of the community when he notified the world that Baltimore would take care of its own, and would rebuild through its own effort. Before he could get this on the wires \$60,000 had actually been received, and "draw on us" telegrams brought the amount up to \$200,000. Every cent went back, but the generous sentiment which prompted the givers will always be treasured. The whole world seemed eager to hasten to the aid of Baltimore. Hundreds of sympathetic messages were received.

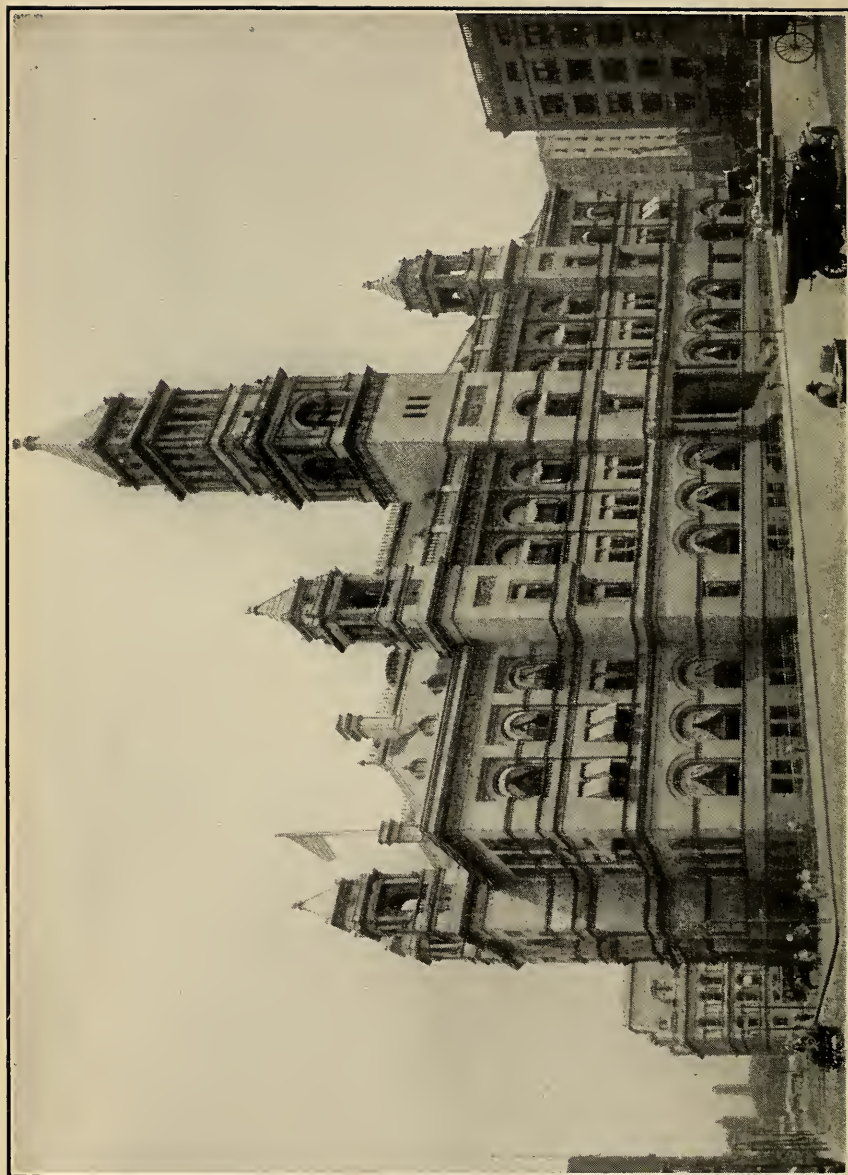
The City had just sold its interest in the Western Maryland Railroad for \$8,751,000. Upward of \$4,500,000 of this fund was immediately used for public improvements and the rehabilitation of the burned area.

A Burnt District Commission was created. It widened streets; it reduced grades. Baltimoreans built; they built wisely and built well. Old picturesque Baltimore had been partly wiped out by the fire, but before the flames were extinguished at one end of the destroyed district a new Baltimore was springing up at the other. Those who saw the City in the throes of devastation wonder at the metamorphosis presented today. It is simply marvelous. Following the work of the Burnt District Commission other millions were spent according to a definite plan of City development. So much for the past.

What is the City Government doing today?

It is building the finest sanitary Sewerage system in the world, and will expend about \$23,000,000 for this purpose. The system is almost completed.

It has spent \$6,161,000 on its magnificent Municipal docks, and has available \$5,000,000 more for the enlargement of the system, which includes a recreation pier.



POSTOFFICE
Calvert Street (Monument Square) side



It is constructing a broad street (Key Highway) paralleling the south side of the harbor for several miles.

It is grappling the paving problem, and a Commission is now engaged in a general repaving plan for the entire City. The Commission has a working capital of \$5,000,000. This will be increased by means of the paving tax to \$10,000,000.

To date 54 miles have been repaved and 10 miles are under contract. The highways are being improved under a general plan, and it is the aim of the administration to make Baltimore second to none in this particular branch of civic development. The latest standard specifications are followed and four standard pavements, namely, Granite Block, Vitrified Block, Sheet Asphalt and Wood Block, are being used.

Aside from the above-mentioned \$10,000,000, an additional \$4,500,000 are being spent on street improvement in the "Annex" (northern and western extremities).

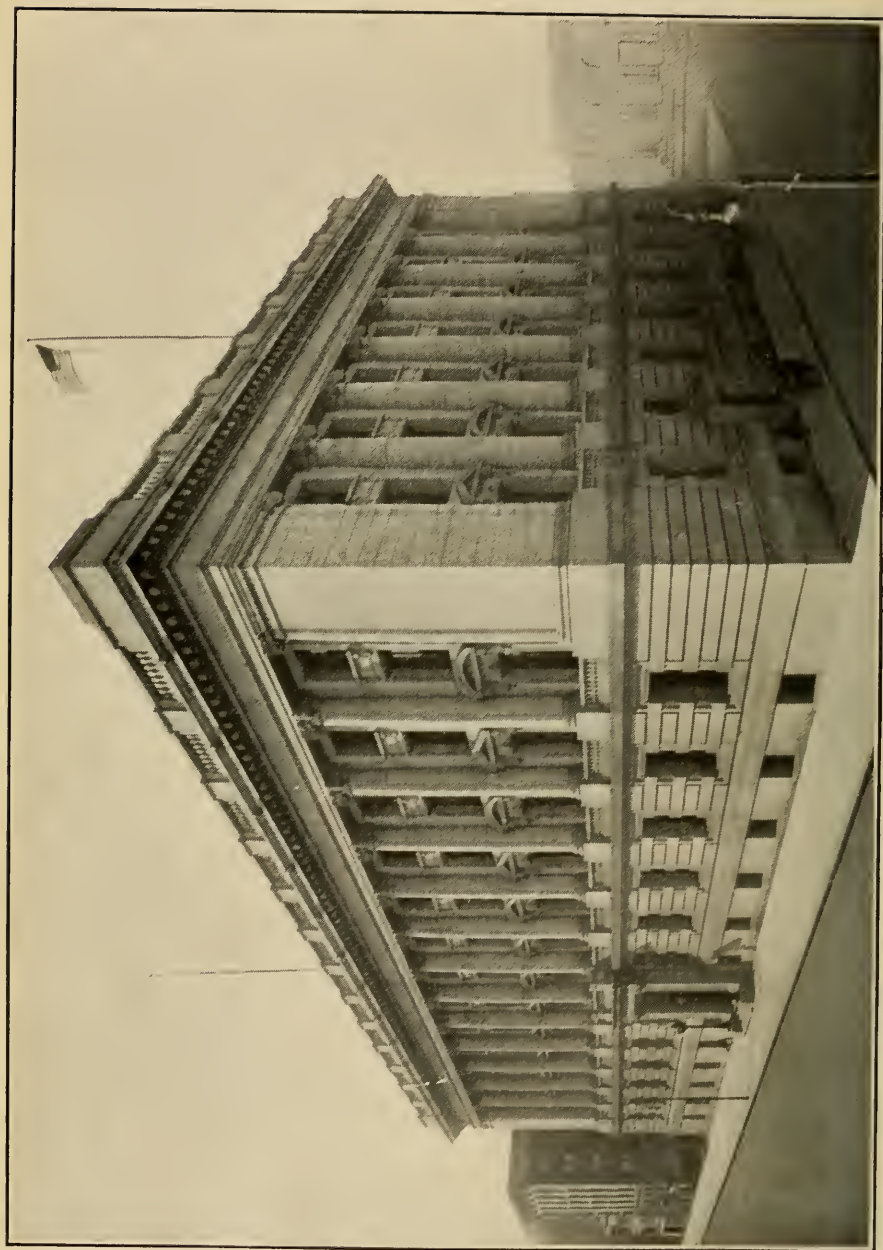
Forty-seven miles (based upon a width of 30 feet between curbs) have been paved in this particular section since 1906. These streets, with those within the older parts of the City repaved in accordance with the general plan of 1910 referred to, total 101 miles paved or repaved within recent years.

And the work is still being pushed forward with great energy.

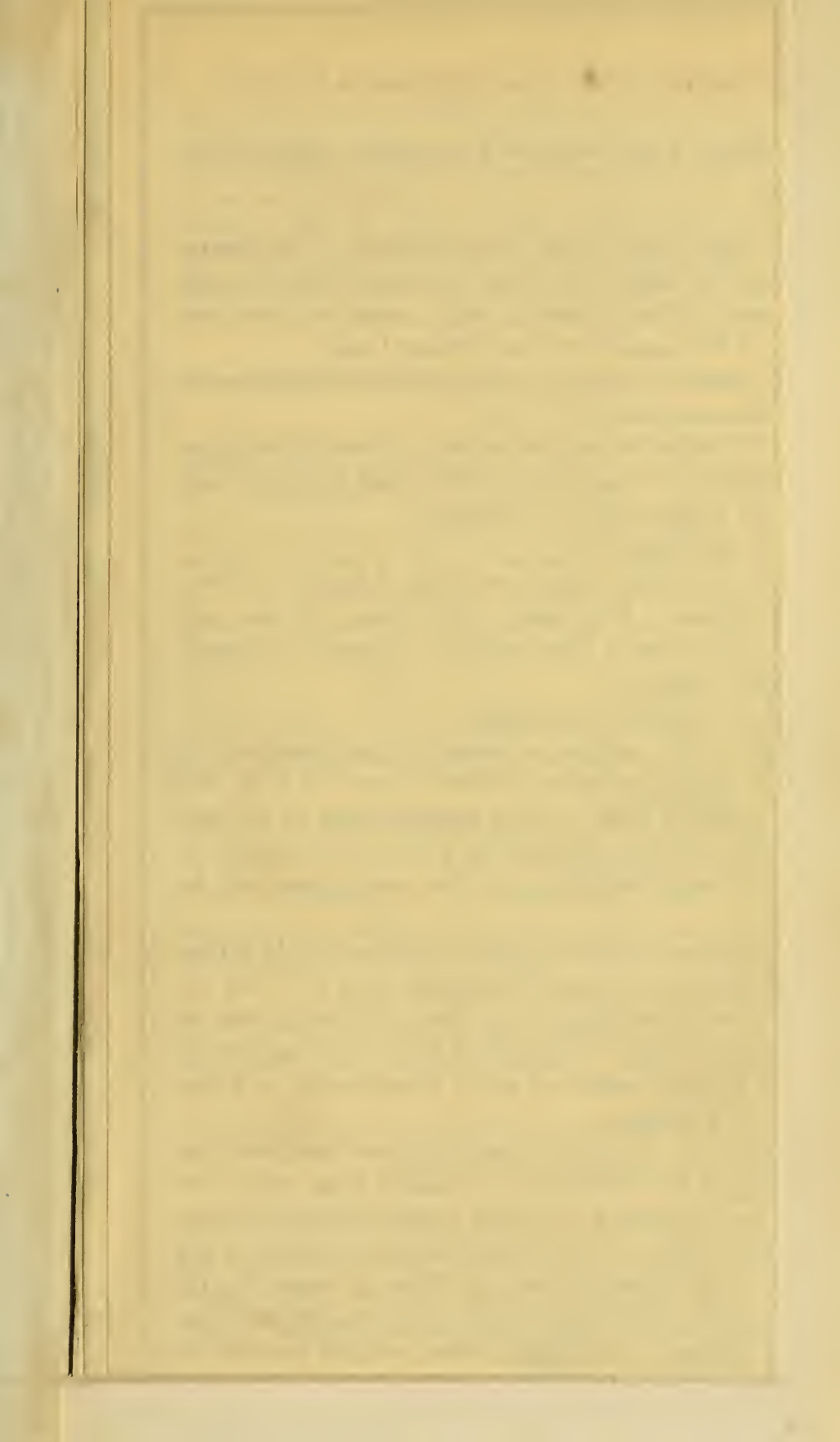
There is pending a loan of \$1,000,000 for the construction and improvement of Police Department buildings.

For the enlargement of Baltimore's water supply, \$5,000,000 is available.

A high-pressure water pipe line through the business section was completed in 1912 at a cost of \$1,000,000. This is a very important addition to Baltimore's fire-fighting equipment, and materially reduces the cost of fire insurance.



U. S. CUSTOM HOUSE



MAP SHOWING BALTIMORE IN ITS RELATION TO THE PANAMA CANAL

TABLE OF DISTANCES
in Nautical and Statute Miles
between Baltimore and Ports
of the Far East and on the West
Coast of North and South
America, via Panama Canal.

	Nautical Miles.	Statute Miles.
Acapulco, Mexico.....	3,370	3,881
Via Panama Canal.		
Callao, Peru.....	3,290	3,789
Via Panama Canal.		
Colon, Panama.....	1,901	2,189
Via Crooked Island Passage.		
Coronel, Chile.....	4,766	5,488
Via Panama Canal.		
Guayaquil, Ecuador.....	2,737	3,152
Via Panama Canal.		
Hong Kong, China.....	11,568	13,315
Via Panama Canal and Honolulu.		
Honolulu, Hawaii.....	6,629	7,634
Via Panama Canal.		
Iquique, Chile.....	3,931	4,527
Via Panama Canal.		
Manila, P. I.....	11,467	13,205
Via Panama Canal, Honolulu and Guam.		
Panama, Panama.....	1,944	2,239
Via Crooked Island Passage.		
Port Townsend, Washington, U. S. A.....	5,959	6,862
Via Panama Canal and San Francisco, Cal.		
Portland, Oregon, U. S. A.....	5,839	6,724
Via Panama Canal and San Francisco, Cal.		
Punta Arenas, Chile.....	5,887	6,779
Via Panama Canal.		
San Diego, California, U. S. A.....	4,787	5,513
Via Panama Canal.		
San Francisco, California, U. S. A.....	5,189	5,975
Via Panama Canal.		
San Jose, Guatemala.....	2,830	3,259
Via Panama Canal.		
Shanghai, China.....	11,064	12,734
Via Panama Canal, Honolulu and Yokohama.		
Sitka, Alaska.....	6,491	7,475
Via Panama Canal and San Francisco, Cal.		
Valparaiso, Chile.....	4,560	5,251
Via Panama Canal.		
Wellington, New Zealand.....	8,778	10,108
Via Panama Canal and Tahiti.		
Yokohama, Japan.....	10,023	11,500
Via Panama Canal and Honolulu.		

The Panama Canal will have a tremendous influence upon Baltimore.

Why?

Almost every page of this book contributes to the answer. Baltimore, to begin with, is on an almost direct line with the west coast of South America, and is nearer the Canal than any other of the large cities of the Atlantic Coast.

These important facts are very comprehensively shown on the accompanying map.

With that rugged barrier, the Isthmus of Panama, no longer barring the way, the great west coast opens up untold and incalculable opportunities for commerce.

But why Baltimore?

Because trade, like almost everything, follows the course of least resistance. It traverses natural lanes if it can, and the thing that makes a lane natural or unnatural is largely geographical position.

Baltimore's position is splendid.

Because of this, one can not evade the conclusion that the Canal will have a tremendous influence upon this City, and that the beneficial effect will be communicated to the new field opened up—that vast territory which is just now put in direct touch with Baltimore. In other words there will be reciprocity.

South American trade will come to Baltimore and be carried through Baltimore, because it will benefit those who take advantage of the opportunity the City offers. Baltimore does not expect people to bring their business here for its enrichment. The point is, they benefit and enrich themselves by so doing. Look at the situation.

The Baltimore Book is laden with facts that bear out the assumption that Baltimore is a natural trade route from Panama and is destined to become a great distributing depot for transoceanic trade. Lower freight rates than enjoyed by any other city of the Atlantic Coast (as shown on pages 76, 77, 78, 79 and 80 of this book) will draw merchandise here from an extensive area of the United States, and just here an important combination is effected.

Low freight rates, a shorter land and sea distance. Hence the natural lane; the course of least resistance. No obstacles in the guise of excessive rates to, or from, the western and northwestern sections of the United States, and a short voyage to the Canal.

Isn't that an advantageous combination?

But there are many other considerations, all arguments in favor of Baltimore.

Its splendid harbor. Covered wharves, from which ships lying in deep water alongside may be loaded; devices for the rapid handling of bulk cargoes, including coal.

Three great trunk line railway systems connect Baltimore with the rich mining and agricultural regions of the West. Baltimore lies nearer these regions, let it be repeated, than any other large city of the Atlantic Coast.

Then there will be always return cargoes for ships—a most important consideration.

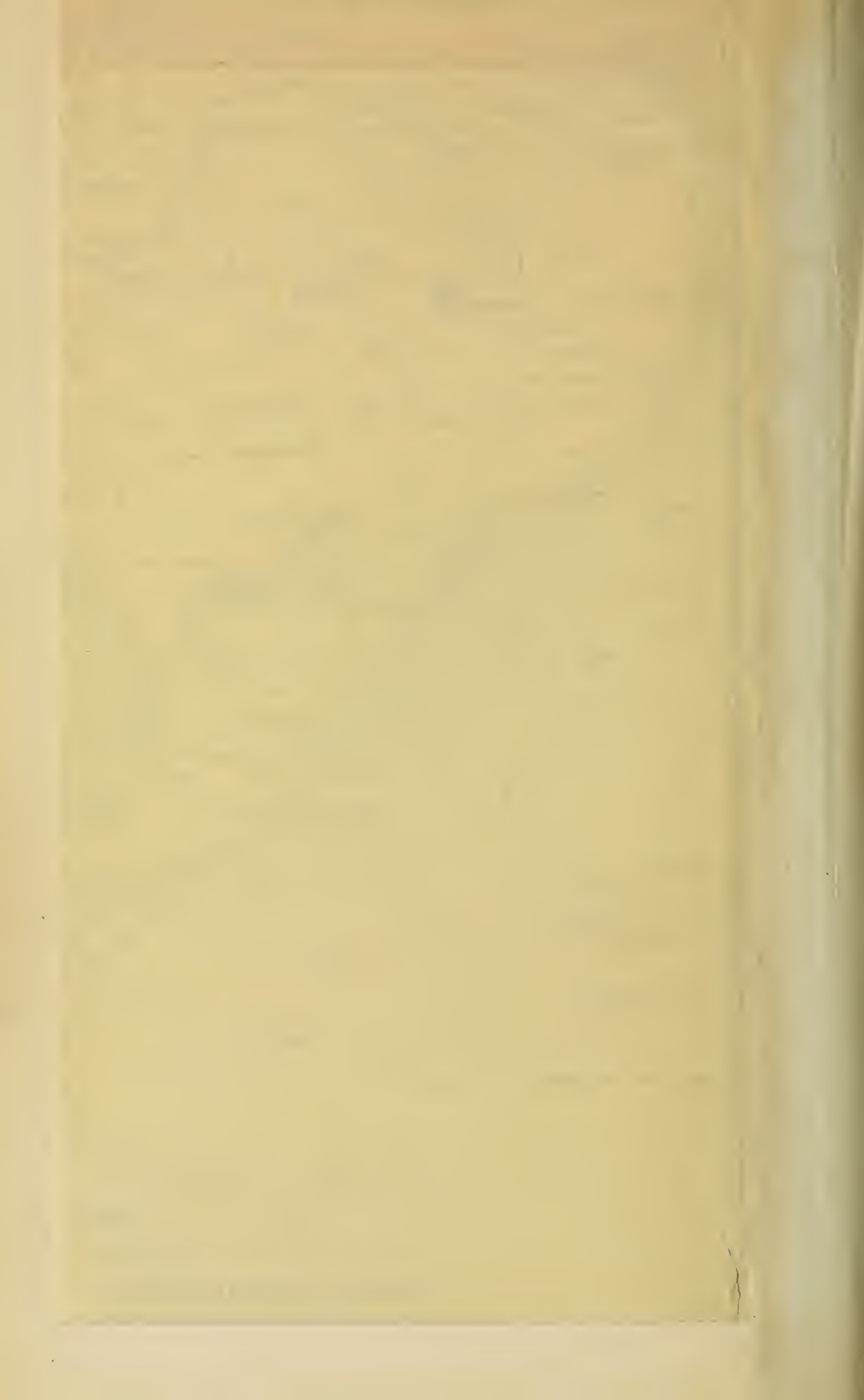
The vessel that comes here with the forest products of the North Pacific Coast, fruits or vegetables from California, bulk commodities from Central or South America, will go forth again freighted with coal, manufactured products of iron and steel, machinery, paints and mixed merchandise, for Baltimore is very near the producing regions of these commodities.

Central and South American countries require railroad equipment. Their agricultural and industrial development depends upon such. These countries want machinery of all sorts, clothing, hats, etc., and Baltimore stands ready to supply such needs, for it is in the manufacture of these articles that it now occupies a commanding position.

Truly, there is no need for apprehension concerning return cargoes.

With great railroad piers, open and covered; with storage warehouses; with a great Municipal pier system, which is being extended; with shorter rail haul to Northern and Western cities and manufacturing districts than is enjoyed by other Atlantic ports; with the activities of the City Administration earnestly employed in the development of these facilities; with these and the multiplicity of other advantages set forth in The Baltimore Book, who can successfully dispute that the Canal will have a tremendous influence upon the future of this City?

This Map was compiled for The Baltimore Book,
issued by Wilbur F. Coyle, City Librarian.





The sum of \$340,000 was expended in 1911 for additional apparatus and buildings for the Fire Department, exclusive of the sum appropriated annually for its maintenance.

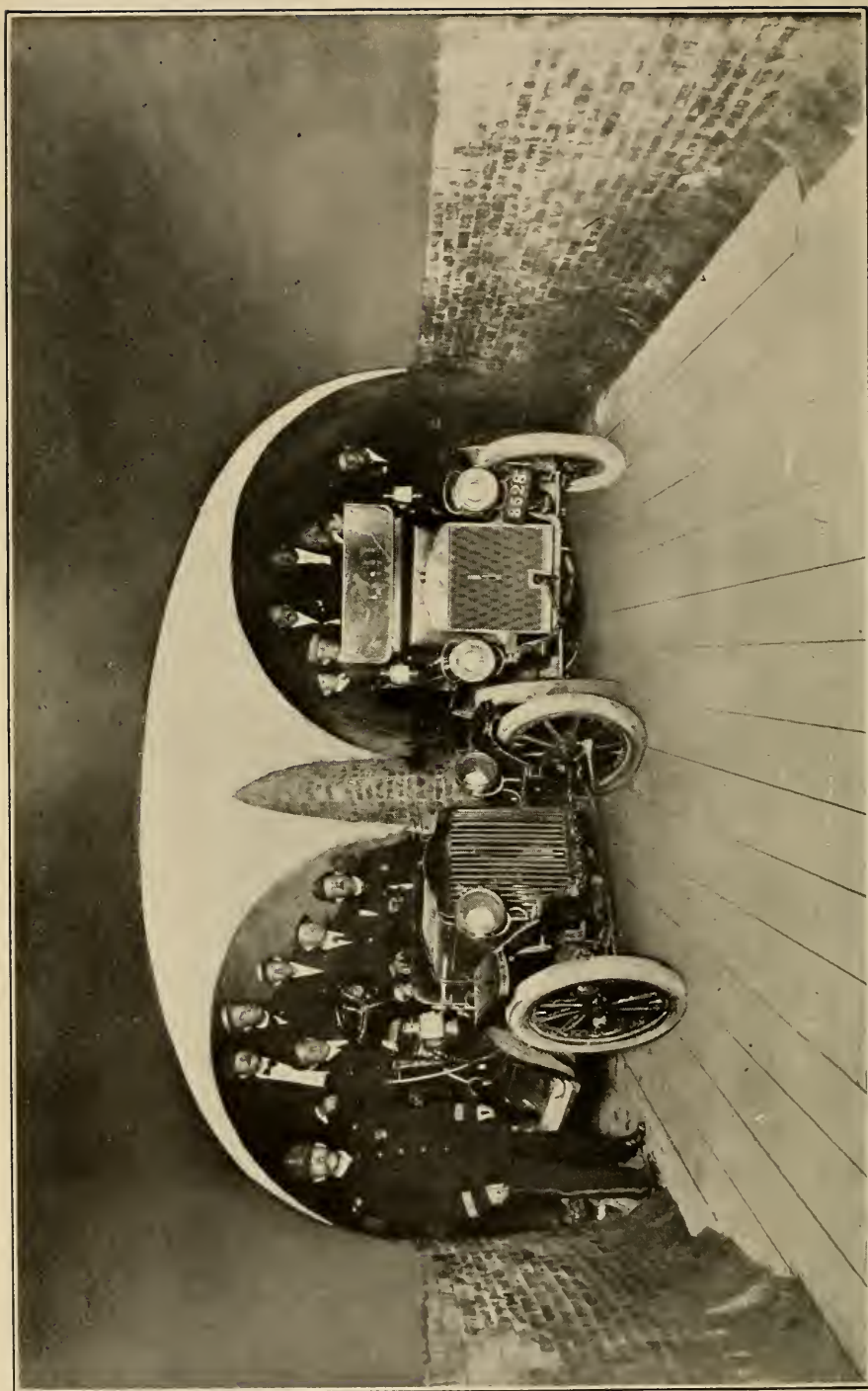
By means of an electric conduit system, overhead telephone, telegraph and electric wires have been placed underground; \$3,000,000 have been spent for this purpose and \$2,000,000 more are available for a continuation of the work.

There are hundreds of other things which the City Government is doing. In matters of municipal routine it is kept right to the notch. Departments are "keyed up" as are those of great private enterprises, and the whole organization is working in systematic harmony. Baltimore is not only enjoying a business administration, but a progressive business administration.

The following pages will describe concisely some of the projects in which it is engaged.



Boat Lake—Druid Hill Park



AN AUTOMOBILE TRIP THROUGH BALTIMORE'S SANITARY SEWERS

This picture conveys an idea of the magnitude of the great drains Baltimore is now building. The system will be the finest in the world



A GREAT SEWERAGE SYSTEM

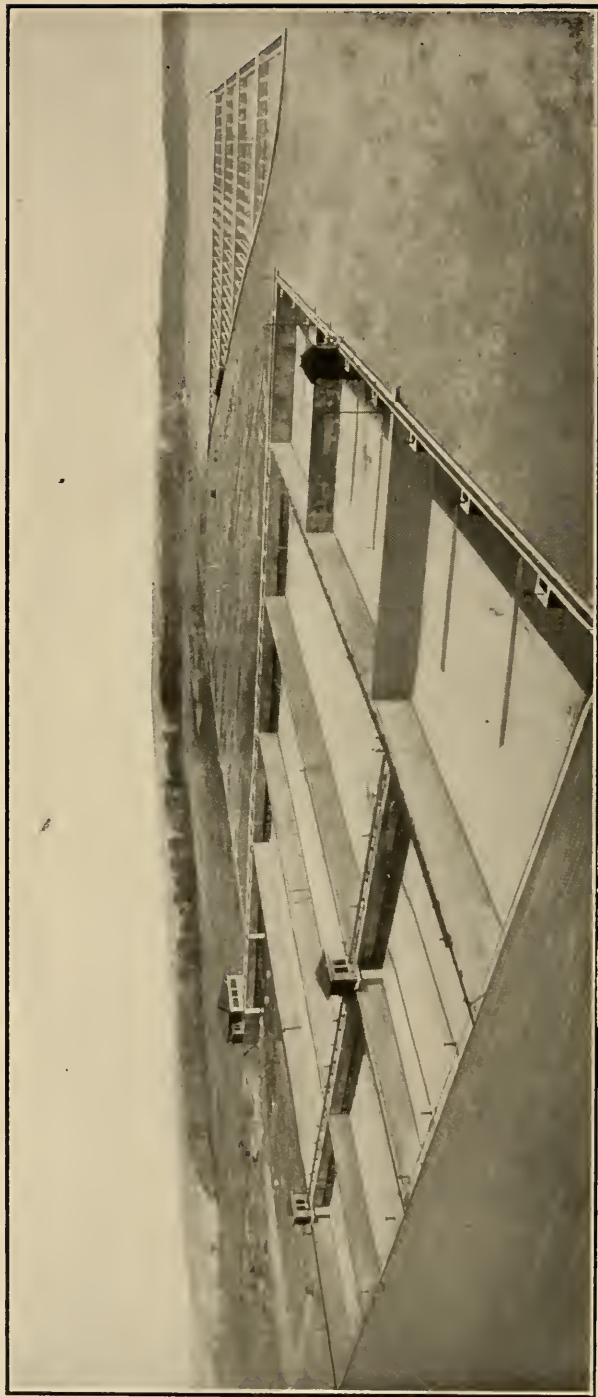
Baltimore will spend \$23,000,000 on its Sewerage System. The work was begun in 1905 and will be completed by 1914. Sections in various parts of the City are already in operation, and when it is entirely finished the City will have the most modern plant in the world. The system represents the most advanced ideas in the solution of this great Municipal problem.

It is impossible to realize the magnitude of the work or the diversified engineering problems that are being solved every day unless one takes the time to visit in person some of the construction work being carried on in various parts of the City. The work is most interesting because of its complications.

The requirement of the Legislative Act, that all sewage must be purified before being discharged, made it necessary to keep the storm-water separate from the sanitary sewage, allowing the former to discharge through its own system of drains into the nearest natural outlet. The sanitary sewage is carried to the disposal plant and purified. The sewage, by bacterial treatment, becomes 95 per cent. pure.

Two-thirds of the sanitary sewage of the City will flow by gravity to the disposal plant on Back River, about six miles from Baltimore. The other third will be pumped through huge iron force-mains to the outfall sewer, an elevation of 72 feet, from which point it also will flow by gravity to the disposal plant. The pumping station building is now completed and equipped with three engines, each having a pumping capacity of 27,500,000 gallons a day. The station will house five of these enormous pumps, the additional two to be installed later.

The difficulties of the work are doubled because of the necessity of constructing two systems of sewers—sanitary and storm-water—which cross and recross each other in thousands of places. In some cases two large sewers of the different systems come together on the same level, which requires the



SEWERAGE SYSTEM DISPOSAL PLANT, BACK RIVER

Disposal of sewage is a great municipal problem. At this plant, by bacterial treatment, the sewage becomes more than 95 per cent. pure. The great tanks shown cover many acres



THE BALTIMORE BOOK

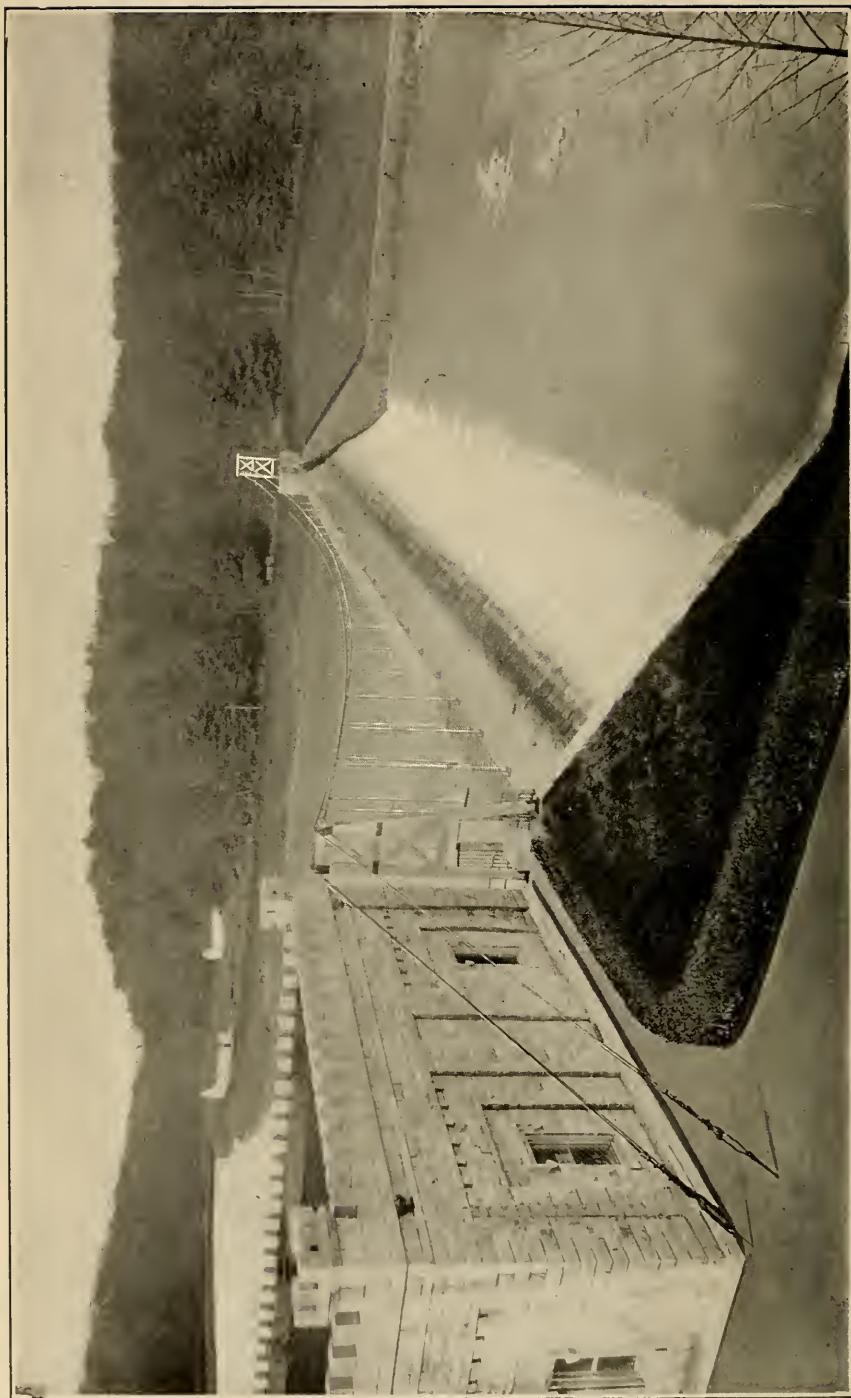


siphoning of one beneath the other. In one instance this resulted in the construction of one of the largest siphons in the world.

The purified sewage, discharged from the disposal plant, in flowing to its outlet operates turbines. These run dynamos, which produce current for lighting the plant at practically no cost.



Baltimore's Water Supply—Mt. Royal Pumping Station



BALTIMORE'S WATER SUPPLY
The Big Dam at Loch Raven, Gunpowder River



BALTIMORE'S WATER SUPPLY

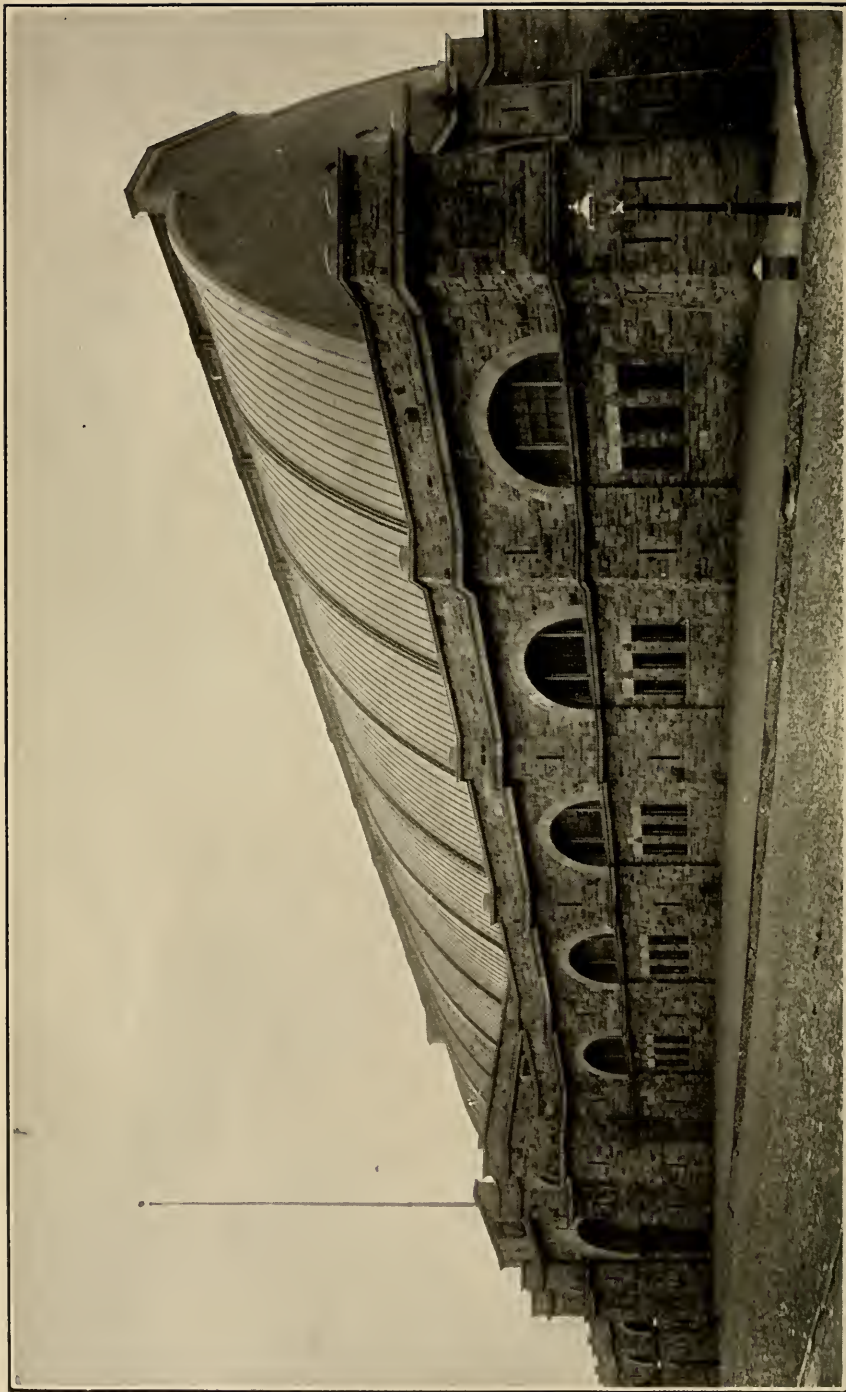
The City of Baltimore has about \$15,000,000 invested in its water works system, and an additional \$5,000,000 was recently voted for an impounding and storage reservoir and filtration works, with the necessary connecting conduits and tunnels. Many of these are now in course of construction, and it is hoped that the entire work will be completed during the year 1915.

Upon the completion of the new plant, the entire supply of the City will be taken from the Gunpowder River, which has an average daily flow of 270,000,000 gallons. The Jones Falls watershed which is used at the present time to supply part of the City's water, will be abandoned, although it will be possible to use the water from this source in case of an emergency.

When the improvements, which are now well under way, are completed, Baltimore will have one of the finest water supplies of any city in the United States. A new impounding reservoir will not only give an ample supply, but a filtration plant will purify this water so that in quality it will equal that of any city in the world.

The impounding reservoir, now being built at Loch Raven, on the Gunpowder River, will have a capacity of about 2,000,000,000 gallons. The impounding reservoir on the Jones Falls Supply, known as Lake Roland, has a capacity of 400,000,000 gallons.

There are seven storage reservoirs, most of them within the City limits, with a total storage capacity of 1,488,875,000 gallons. There are also two standpipes, each with a capacity of 300,000 gallons. The Water Department's income is derived from water rents.



FIFTH MARYLAND REGIMENT ARMORY—EXTERIOR VIEW

Baltimore's great convention hall. This is the home of the "Dandy Fifth." The building cost \$450,000 and is 360 x 290 feet. It has an unobstructed drill space 200 x 300 feet. The great hall was designed to accommodate large conventions, as well as for military purposes

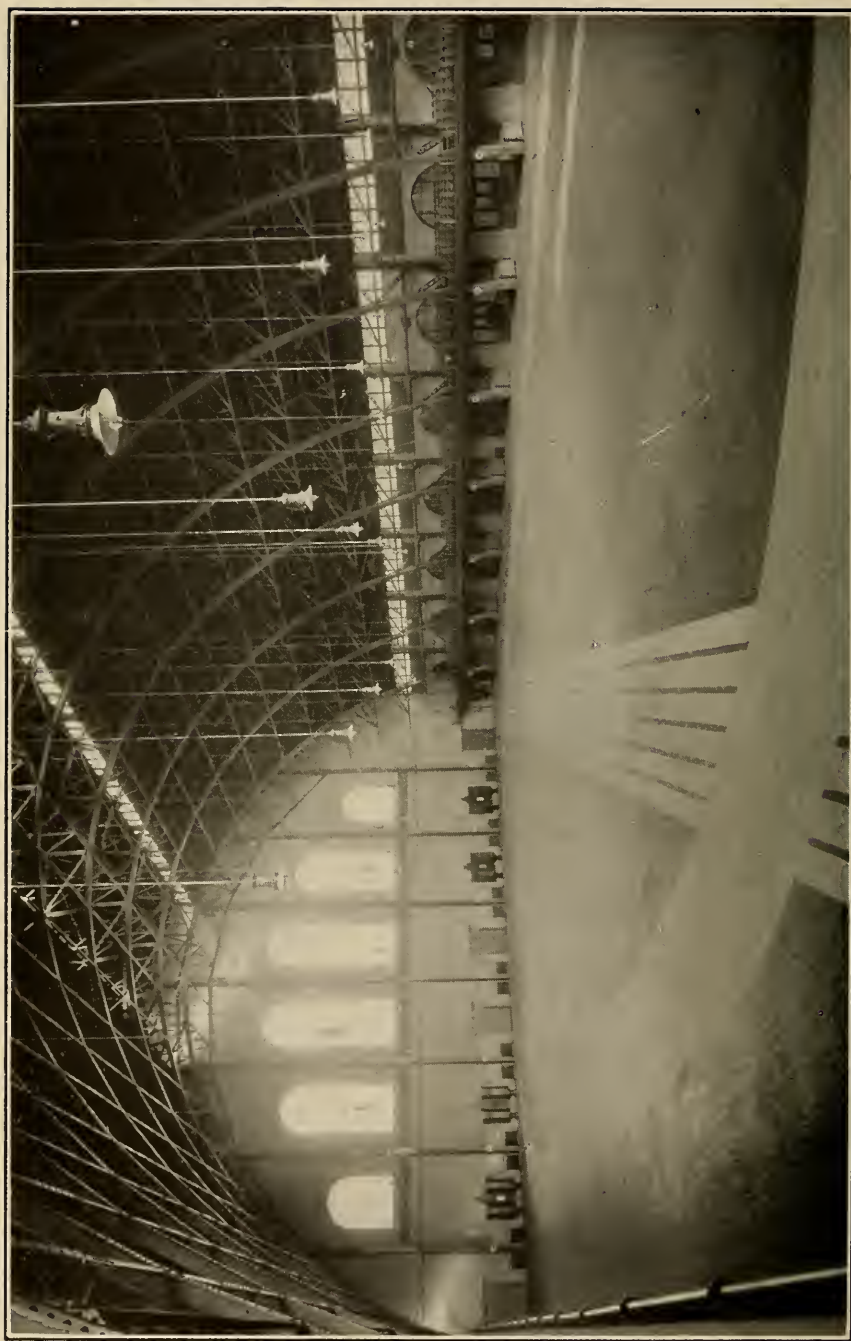
CIVIC CENTER — JONES FALLS AND KEY
HIGHWAYS

THOSE charged with the administration of the City Government have given much thought to the future. What is done is done on a large scale. Every succeeding day finds the City a bigger, better, busier Baltimore, and improvements are made with a comprehensive idea of the demands of the future. They are, as nearly as human calculation can make them, for all time.

The development now going on is in accordance with a pre-conceived plan of city building. Certain details are in charge of a Commission on City Plan. One of the most important features in the City betterment plan was the recent covering of the stream (Jones Falls) which formerly flowed in an open channel through the center of the City. The flow is now through three concrete tubes, consisting in part of the largest drainage tunnel in the world.

The top of these conduits and tunnel is now a highway of a minimum width of 75 feet. This drive will provide a direct highway on an easy grade running diagonally across the City from the docks to the railroad terminals. This great improvement is a part of an elaborate and connected scheme of future development, the main feature of which is a Civic Center to the east of the City Hall. To the west, forming a part of the general plan, are the Postoffice and Baltimore's three-million-dollar Courthouse.

Another project of importance in which the City is now engaged is the construction of Key Highway, a wide thoroughfare extending from Light street, along or very near the waterfront, to Fort McHenry—a distance of several miles.



FIFTH MARYLAND REGIMENT ARMORY — INTERIOR VIEW
Showing running and 100 yard dash tracks



THE BALTIMORE BOOK



This highway, named for Francis Scott Key, author of "The Star-Spangled Banner," will open up a splendid avenue of approach to the southern side of Baltimore's extensive harbor. A system of railroad tracks and switches, which are to be installed, will place all plants, piers, etc., in direct touch with railroad systems.



The Vista—Druid Hill Park



ONE OF BALTIMORE'S GREAT MUNICIPAL DOCKS
Baltimore is spending over \$11,000,000 on City owned piers



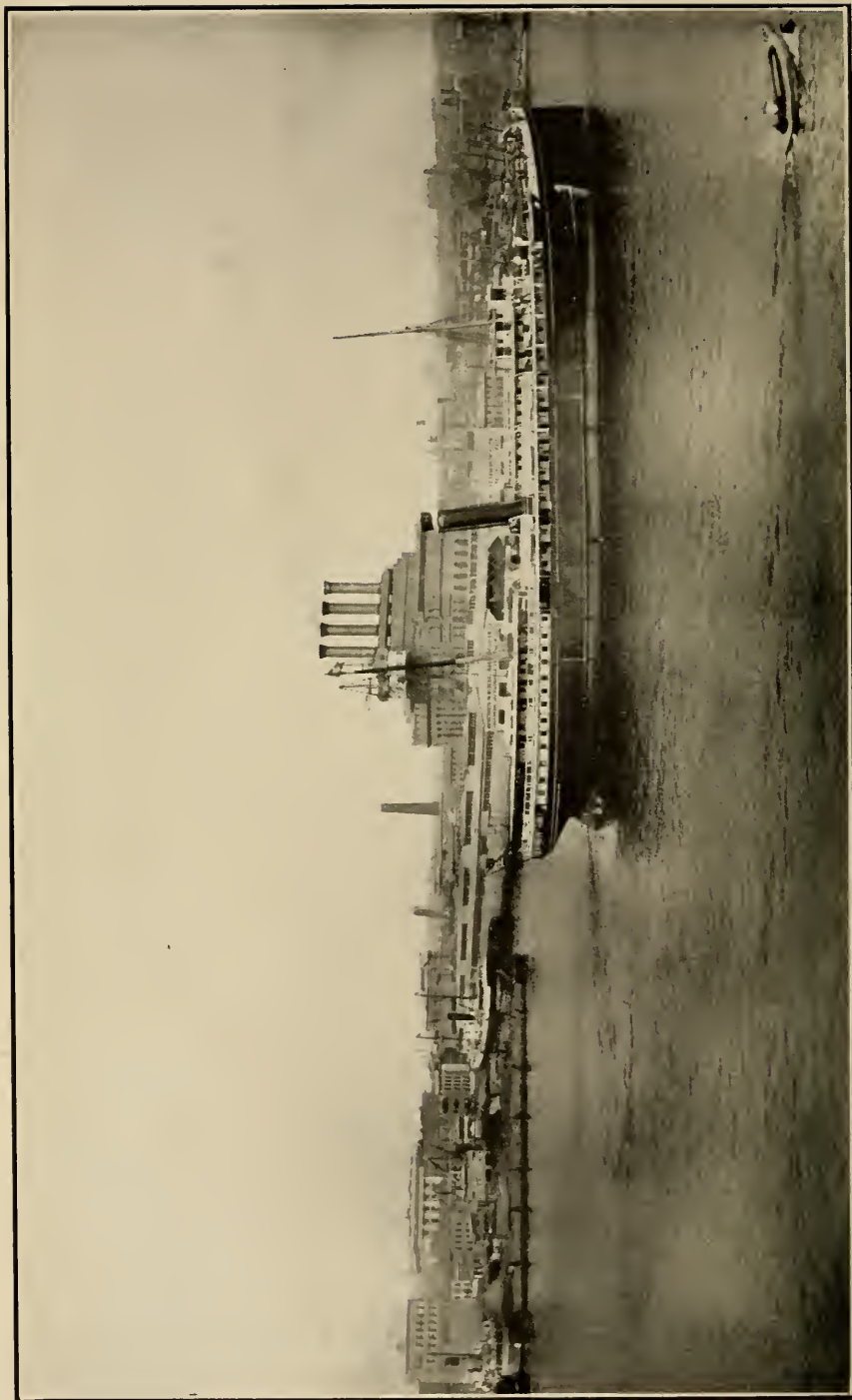
BALTIMORE'S MUNICIPAL DOCKS

The Municipal docks of Baltimore are not mere ornaments. They are not solely colossal specimens of engineering skill. They are for use. When the City put acres of land under water and spent its millions, its object was, and is, to provide the best maritime terminals that could be built. These docks may be leased by any responsible parties for 36 cents a square foot per year. Those who have not seen the great marine stations have little idea of their magnitude, and it is important to remember that they are not a private monopoly, and are not controlled by private parties to selfish ends. The City of Baltimore OWNS them and throws them open to the commerce of the world. Those who would enter the shipping business here have the first and most vexatious problem, namely, terminal facilities, solved in advance. Magnificent docks are available.

Prior to the fire of 1904 the City owned little wharf property of importance. The fire made it possible to acquire all of the burned district fronting on the harbor (about 4,000 lineal feet). The City purchased the property, removed all buildings, streets, etc., and laid out a system of public wharves and docks along Pratt street. These are situated in the upper harbor and are intended for the coastwise and bay trade. The transatlantic steamers, at present, find ample accommodations at the railroad piers in the lower harbor.

Pier 4, at the foot of Market Place, is 150 feet wide. Along Market Place the City has erected three handsome, commodious buildings, a retail market, a fish market, a wholesale market, all within a stone's throw of Pier 4, which is set apart for the use of the market boats.

A two-story recreation pier at the foot of Broadway will be completed early in 1914. The lower floor of this structure is to be used for commercial purposes; the upper section for a recreation center.



AN ATLANTIC COAST STEAMSHIP LEAVING ONE OF THE MUNICIPAL PIERS

Baltimore's domestic commerce is extensive and a large portion is carried in commodious steamships



MUNICIPAL FACTORY SITE COMMISSION

THE City Government has a specially organized department that handles all industrial problems. It is a public agency created for the purpose of promoting any movement that has for its end the development or enlargement of Baltimore's industrial activities.

It is a department of the City Government; supported by the City Government. There are no charges, costs nor fees connected with its work.

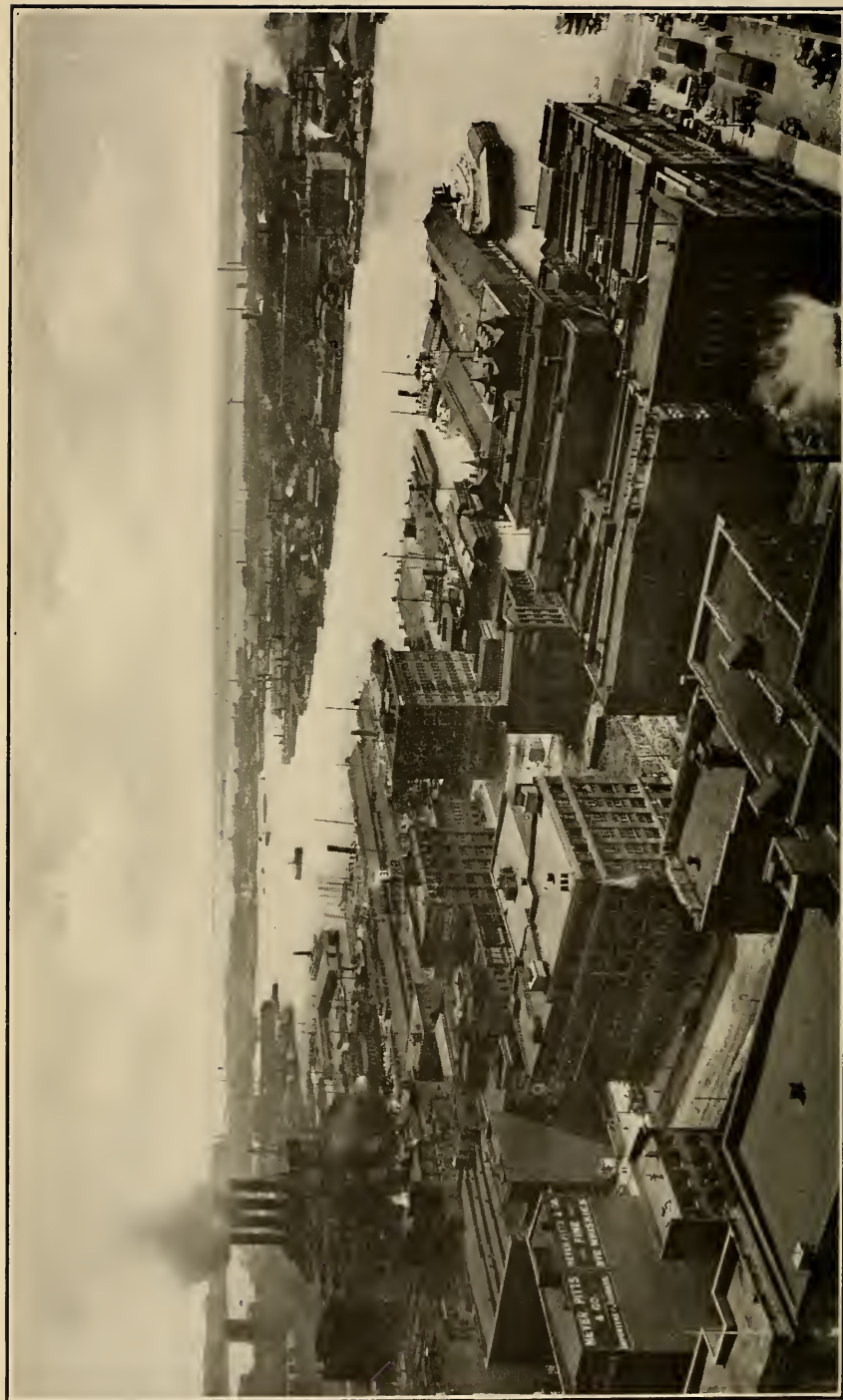
Any service performed by the department or any information given by the department is absolutely free of any financial burden to the person who seeks its aid or takes advantage of its co-operation.

If you want to know anything about the business possibilities of Baltimore; if you want to get in touch with the City's financial interests; if you want to know what factory sites are in the market; in fact, if you want to know anything at all about any phase of the industrial affairs of the City or any of the problems incident thereto—communicate with the Municipal Factory Site Commission, City Hall.

You will find it ready to give help in any particular or in any direction whatsoever.

The Commission is organized on a basis that puts it in touch with all the different business interests in Baltimore.

It is composed of a member of the Chamber of Commerce; a member of the Merchants and Manufacturers' Association; a member of the Travelers and Merchants' Association; a member of the Old Town Merchants and Manufacturers' Association; a member of the Federation of Labor; a member of the Builders' Exchange; a member of the Real Estate Exchange; a representative of the Pennsylvania Railroad; a



BIRD'S-EYE VIEW OF BALTIMORE HARBOR
Showing water frontage for terminal development and industrial opportunities



THE BALTIMORE BOOK



representative of the Baltimore and Ohio Railroad; a representative of the Western Maryland Railroad.

The Commission has a finely-developed system under which a wide range of factory sites is listed. Real estate dealers, as well as prospective manufacturers, are constantly referring to the Commission's list whenever they have inquiries for industrial property.

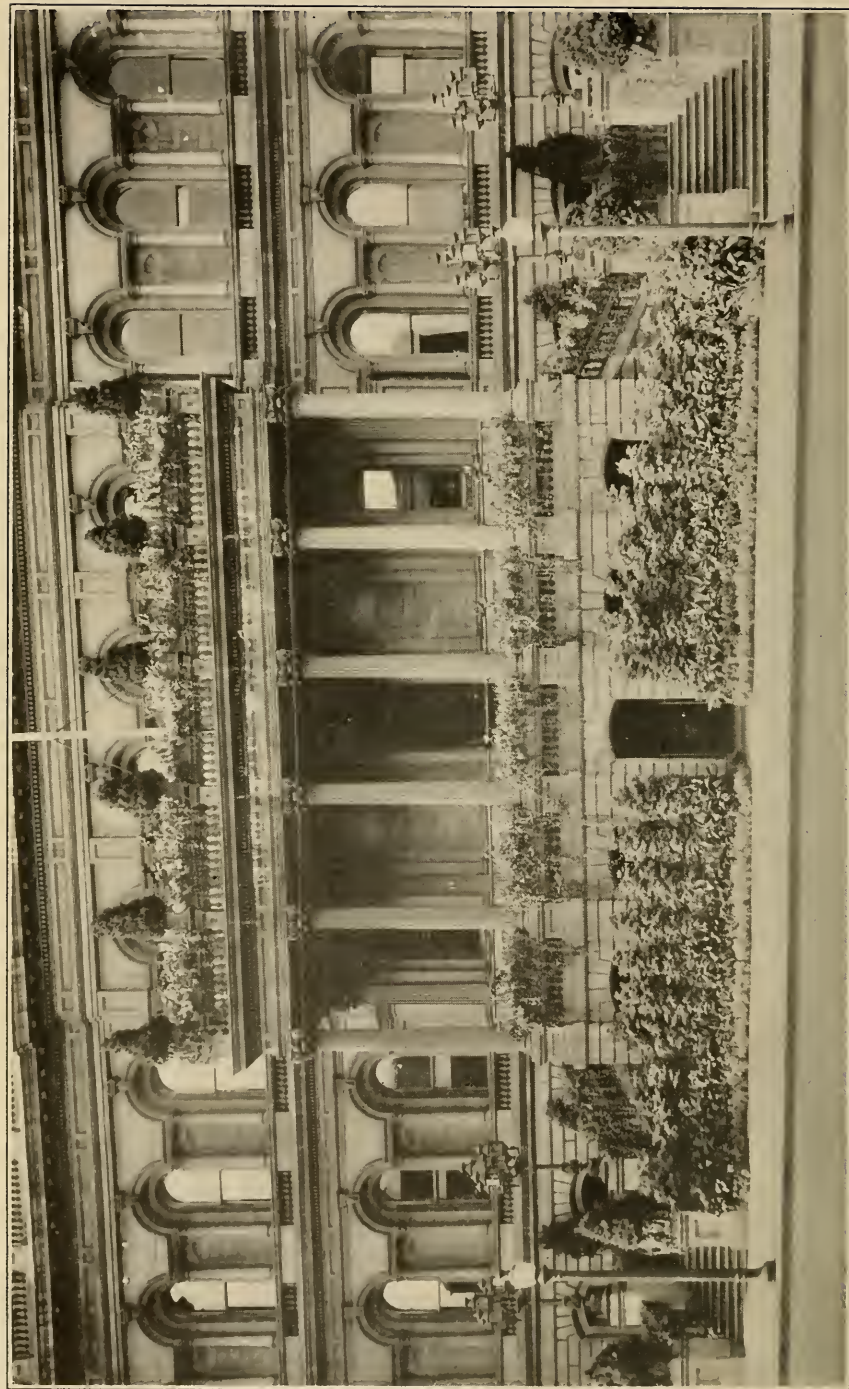
The City itself controls about one hundred and seventy acres of waterfront territory with direct railroad connections.

The Commission is in touch with a combination of magnificent buildings which have been converted into "beehive industrial colonies." All of the most modern appliances, power and other manufacturing advantages are readily available on attractive terms. These buildings are situated near the junction of two railroads.

The Factory Site Commission will put anyone in touch with any of the above propositions.

MUNICIPAL JOURNAL

The City is issuing a semi-monthly publication known as the MUNICIPAL JOURNAL. It is devoted to the exploitation of facts about the operations of the City Government, and through this agency the public, both at home and abroad, is kept in intimate touch with all the plans and achievements of the Municipal Government. It is also provided with frequent reports of all moneys collected and how the same is being spent. It is conducted in a manner intended to familiarize Baltimoreans with all the most important data about their City. Its columns are filled with exceedingly instructive matter which never finds its way into the columns of any other publication. It lays before its readers things that are planned to be done, as well as things that have actually been done, and has established itself as an institution of practical value to the community, and the community is giving it cordial support.



HANDSOME PORTICO OF THE CITY HALL IN SUMMER DRESS
A permanent botanical display which is very pleasing to the eye and decidedly unique



GOVERNMENT OF BALTIMORE

The government of Baltimore is vested in the Mayor and City Council, the corporate entity.

The Mayor, the Comptroller and City Council are elected by the people for a term of four years; so is also the President of the Second Branch City Council, who acts in the Mayor's stead when the latter is absent and who succeeds to the Mayoralty in event of a vacancy during an unexpired term. The Mayor appoints all heads of departments, boards, commissions, etc., subject to confirmation by the Second Branch.

Baltimore is divided into 24 wards and four councilmanic districts. Each district is composed of six wards. Each ward has a representative in the First Branch and each district has two in the Second Branch. Including the President, there are nine members of the latter body.

The Board of Estimates, composed of the Mayor, President of the Second Branch City Council, Comptroller, City Solicitor and City Engineer, is a co-ordinate body and passes on many measures in conjunction with the City Council, particularly those that relate to finances, granting of franchises and such.

All contracts are let by the Board of Awards, the personnel of which is the same as the Board of Estimates, with the exception that the City Register takes the place of the City Engineer.



Harbor, North Side



SCENES IN DRUID HILL PARK

Madison Ave. Entrance

Columbus Monument and Lake Drive

Boat Lake



PARKS OF BALTIMORE



BALTIMORE has a splendid system of parks. These are one of the features of the City. The reservations are, or will be, all connected; that is, they may be reached one from the other by especially constructed boulevards, the whole system being generally referred to as "Baltimore's chain of parks."

The City for years has been blessed with an abundance of park area, but very recently large sections of the suburbs, north and west, were acquired, which added many acres of beautiful and picturesque territory. In making these purchases Baltimore looked far into the future.

The topography of the country in some instances is almost mountainous, with beautiful streams winding in and out, the scene retaining much of its natural environment.

Druid Hill is Baltimore's largest park. It is famous, for among the parks of the country it is unequaled in natural beauty. It was purchased in 1860, and has an area of nearly 700 acres.

The rugged scenery of Gwynn's Falls Park, through which flows the stream Gwynn's Falls, at times rushing like a torrent, arises to challenge Druid Hill's claim to pre-eminent beauty. Here nature's handiwork is sublime.

As has been stated, the scheme of park development embraces, as one of its important features, broad boulevards, which represent the most advanced ideas and skill in highway construction.

The parks play an important part in City life, and in their administration and management are kept "abreast of the times." Many have swimming pools, which are enjoyed by thousands, and from which graduate each year scores of youthful expert swimmers. There are playgrounds for the tots, and these



SCENES IN BALTIMORE'S MAGNIFICENT PARKS

The Old Johns Hopkins Mansion, Clifton Park
Swimming Pool in Patterson Park

View in Riverside Park
View in Carroll Park



THE BALTIMORE BOOK



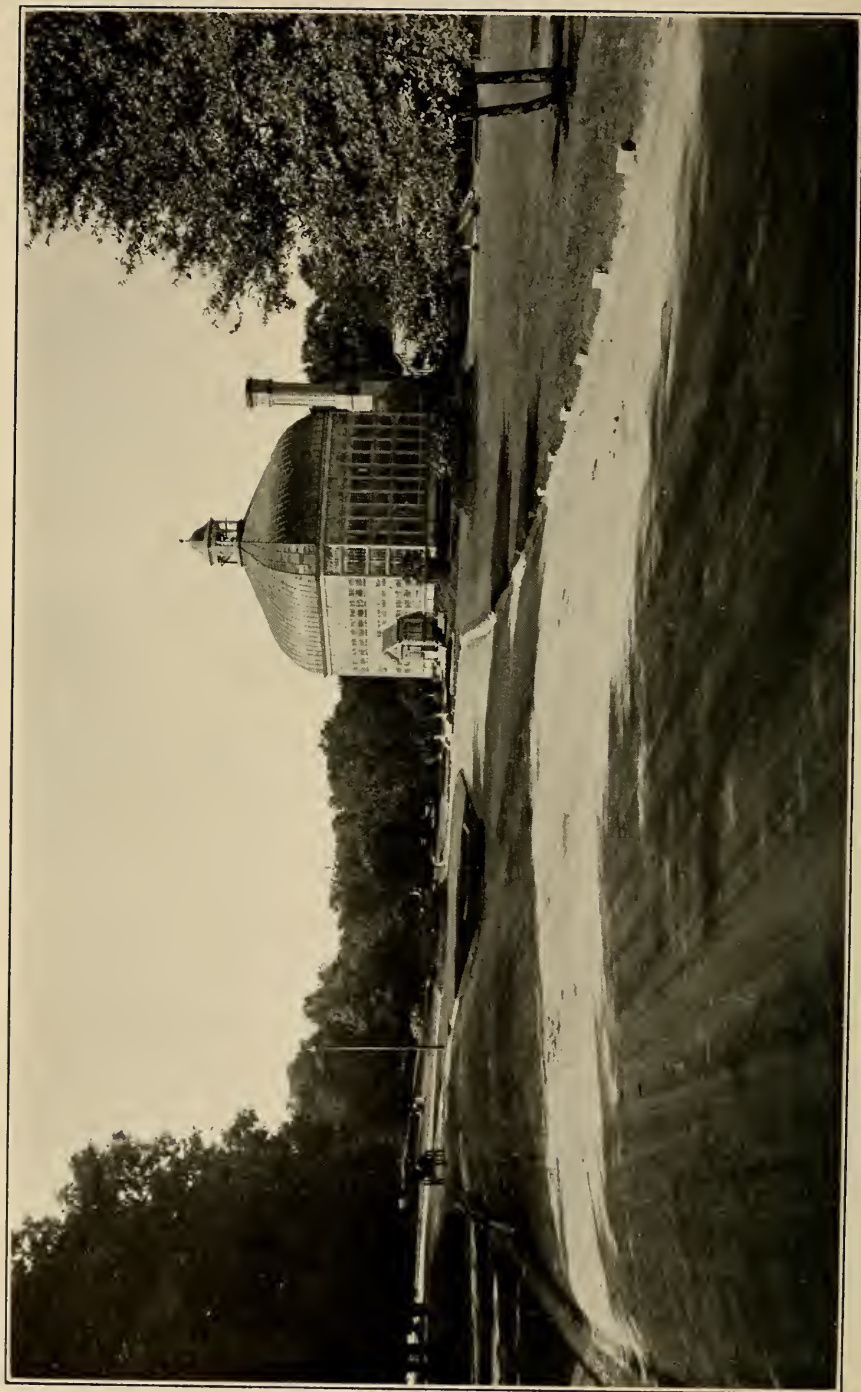
especial reservations are under the direction of the Playground Association, which has professional instructors or teachers in attendance. All the parks are supplied with baseball grounds, tennis courts and other facilities for healthy sport.

The parks are not supported by direct taxation, but from the receipts of the street railways, 9 per cent. of the gross receipts being devoted to this purpose. The fund thus raised, which is increasing yearly at the rate of 6 per cent., can not be diverted from the parks.

This amounts to approximately \$500,000 annually, which, with other sources of revenue, brings the total available for park purposes to \$510,000 as a yearly income, exclusive of any loan for park improvement and enlargement.

The parks and squares of Baltimore are as follows:

	Acquired.	Acreage.
Mt. Vernon Squares (2).....	1815	1.4
Washington Place Squares (2).....	1815	.9
Eastern City Spring Square.....	1818	1.3
Patterson Park.....	1827	128.44
Franklin Square.....	1839	2.3
Jackson Square.....	1844	.6
Union Square.....	1847	2.0
Broadway Squares (19).....	1851	5.7
Ashland Square.....	1851	.01
Madison Square.....	1853	3.4
Eutaw Place Squares (9).....	1853	5.6
Lafayette Square.....	1859	2.9
Druid Hill Park.....	1860	674.16
Park Place Squares (5).....	1860	1.7
Riverside Park.....	1862	17.2
Fulton Avenue Squares (17).....	1866	4.0
Harlem Park.....	1869	9.05
Wilkens Avenue Squares (7).....	1870	1.6
Perkins Spring Square.....	1873	1.5
Mt. Royal Squares (7).....	1874	2.0
Johnston Square.....	1877	2.5
Federal Hill Park.....	1879	8.2
Collington Square.....	1880	5.0
Liberty Triangle.....	1880	.02
Taney Place Squares (2).....	1881	.8
Mt. Royal Terraces (3).....	1884	2.0
Carroll Park.....	1890	176.74



CONSERVATORY - DRUID HILL PARK



THE BALTIMORE BOOK



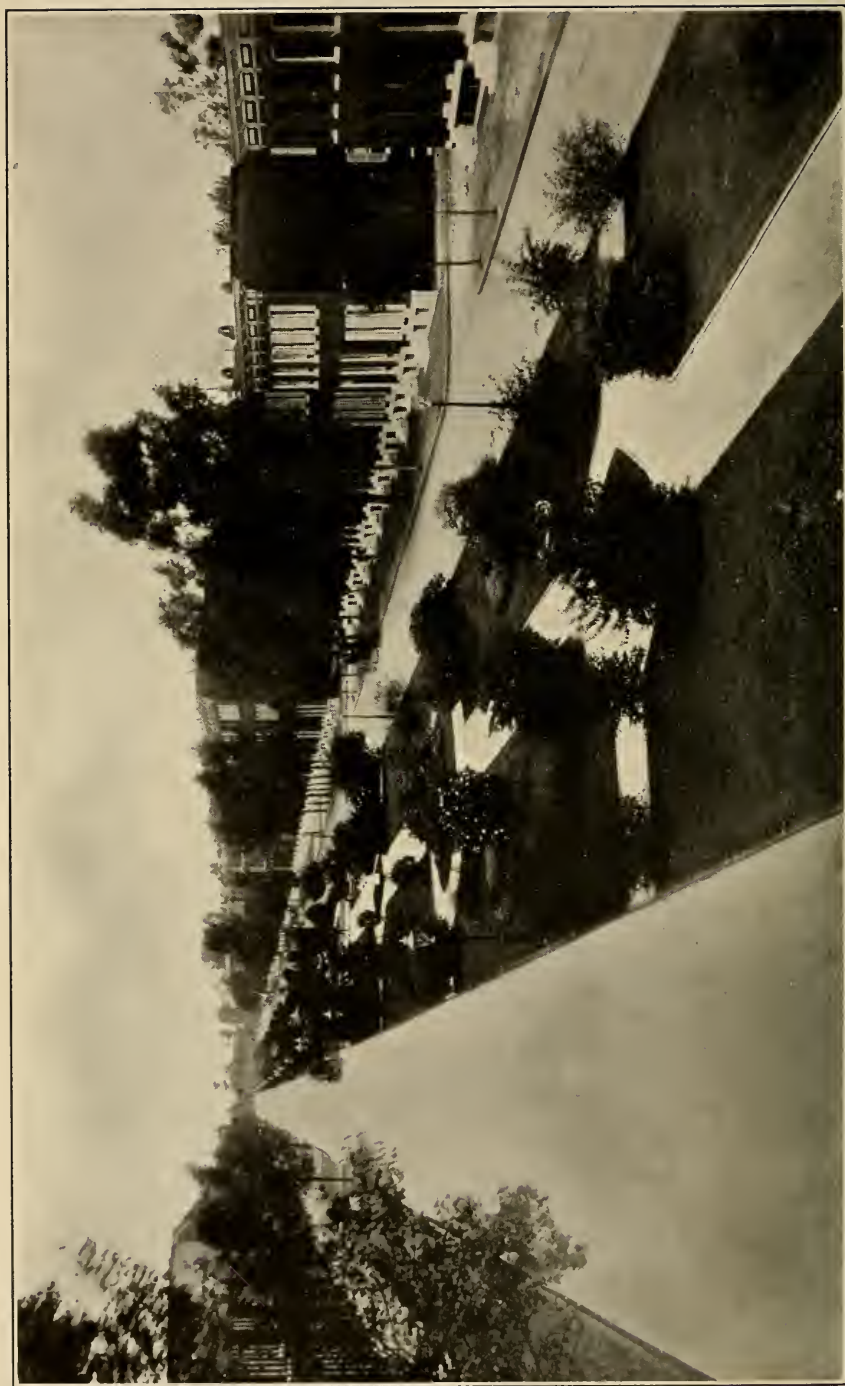
PARKS—*Continued.* Acquired. Acreage.

Bolton Park (Mt. Royal Station).....	1891	2.52
Frick Triangle.....	1892	.05
Brewer Square.....	1892	.39
Bo-Lin Square.....	1893	.23
Maple Place.....	1893	.07
Clifton Park.....	1895	267.26
Linden Avenue Triangle.....	1895	.01
Green Spring Avenue.....	1896	25.5
Callow Triangle.....	1898	.03
Gwynn's Falls Park.....	1902	389.9
Latrobe Park.....	1902	13.80
Swann Park.....	1902	11.31
Wyman Park.....	1903	198.39
Fifth Regiment Armory.....	1904	.25
City College Lot.....	1904	.14
Riggs Triangle.....	1905	.02
Venable Park.....	1907	60.81
Ashburton Park (including Reservoir).....	1907	92.65
Herring Run Park.....	1908	164.61
Charles Street Boulevard.....	1908	2.28
Philadelphia Road Triangle.....	1910	1.0
Easterwood Park.....	1911	7.52
Mondawmin Squares.....	1911	.26

Total Park Acreage..... 2,300.02



Baltimore's Water Supply — Loch Raven Reservoir



NORTH BROADWAY

Baltimore has many streets which have been "parked" as here shown. People of moderate circumstances are enabled to live on just such a highway



BALTIMORE A HEALTHY CITY

BALTIMORE is naturally an unusually healthy City, but nature has an ally in the form of a Department of Health, which for effective work and successful results is second to none. The Health Department of Baltimore is regarded as a model. It wages its warfare with thoroughly modern and scientific methods. "Nip in the bud" is its slogan. With the combination—nature, vigilance and science—enlisted on the side of health, pestilence and epidemic are unknown. This is all the more gratifying when it is recalled that Baltimore is an immigrant port. To fight against the importation of disease there are very strict regulations. The Quarantine Station, connected with the Health Department, is some distance from the City, and all incoming vessels are boarded and must be given a clean bill of health by a medical officer representing the Municipality before they are allowed to proceed.

Exceptional measures to combat tuberculosis are applied, and a corps of vigilant nurses is constantly working throughout the City with this object in view. These efforts have been crowned with the most gratifying results. In fact, the State, City and private organizations are rendering splendid service in the prevention of tuberculosis. There is in operation a Municipal hospital (Sydenham) for the treatment of infectious diseases. Exceptionally effective laws are enforced in the interest of sanitation. Inspectors pass upon edibles offered for sale to determine whether they are fit for consumption. If not, they are destroyed summarily. There is also a regulation which prescribes the quality of milk that may be sold, and inspectors with facilities for making tests are constantly at work.

A department for the treatment of rabies or hydrophobia is connected with one of the hospitals. Nearly all cases of this dread malady brought to this hospital are successfully treated.



THE JOHNS HOPKINS HOSPITAL
Baltimore's world-famous medical institution



BALTIMORE HOSPITALS

The hospitals of Baltimore are by no means the least of its features. The City, to the contrary, has developed into a mecca to which persons requiring the most scientific treatment come in search of cure, and thousands from afar are entered as patients yearly. Some of the most distinguished men and women of the country have come to Baltimore in search of health, and have gone away singing praises of Baltimore hospitals. The City is very proud of its development and equipment in this respect, for to be a leader in the world's work for humanity is a very enviable reputation to enjoy.

The great Johns Hopkins Hospital is a Baltimore institution. It is known all over civilization and has an unexcelled record of accomplishment. This establishment has many departments, one of the most recent of which is The Henry Phipps Psychiatric Clinic; for the erection and endowment of the building Mr. Henry Phipps donated nearly one million dollars. The purpose of this clinic is primarily for the study of nervous and mental diseases and affords exceptional opportunities for scientific treatment of these cases. Its laboratories are equipped with every modern appliance known to medical science.

As stated elsewhere, Baltimore makes especial effort to combat tuberculosis, and several large State and City sanatoriums are devoted to this purpose; while Sydenham Hospital, supported by the City and under the direction of the Commissioner of Health, treats infectious diseases exclusively.

Some of the other leading hospitals are:

Presbyterian Eye and Ear Infirmary,
Maryland General Hospital,
St. Luke's Hospital,
Franklin Square Hospital,
Church Home and Infirmary,
Mercy Hospital,

Hebrew Hospital,
University of Maryland Hospital,
Union Protestant Infirmary,
United States Marine Hospital,
Quarantine Hospital,
St. Joseph's Hospital.



BALTIMORE'S PUBLIC BATHS

A Typical Bathhouse

The largest artificial Swimming Pool in the United States
Patterson Park



BALTIMORE PUBLIC BATHS

The Public Baths of Baltimore represent one of the chief agencies in the City for the promotion of health and cleanliness. The system provides for cleansing baths, which are open all the year round in congested City districts, and recreative swimming pools, open during the summer.

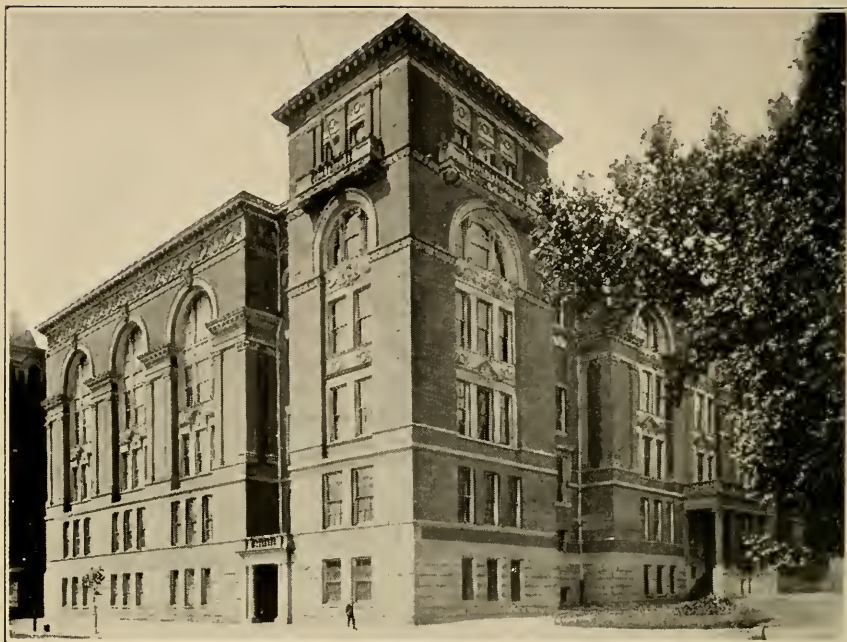
There are six indoor cleansing baths, which contain 225 cabins and accommodate 650,000 patrons annually, erected at a cost of \$200,000.

There are also five recreative swimming baths in parks and on the riverfront, which have 250,000 patrons annually. Four portable baths (which scheme originated in Baltimore) are small houses carried from one street corner to another in crowded sections. They afford hot and cold water shower baths to over 75,000 persons yearly.

Two recreative centers in public parks are also equipped with shower and swimming baths. The one at Patterson Park has the largest artificial swimming pool in the United States. The annual cost to the City for maintenance of the entire Public Bath System is about \$40,000.



Historic Fort McHenry



BALTIMORE CITY COLLEGE



EASTERN FEMALE HIGH SCHOOL



PUBLIC SCHOOLS

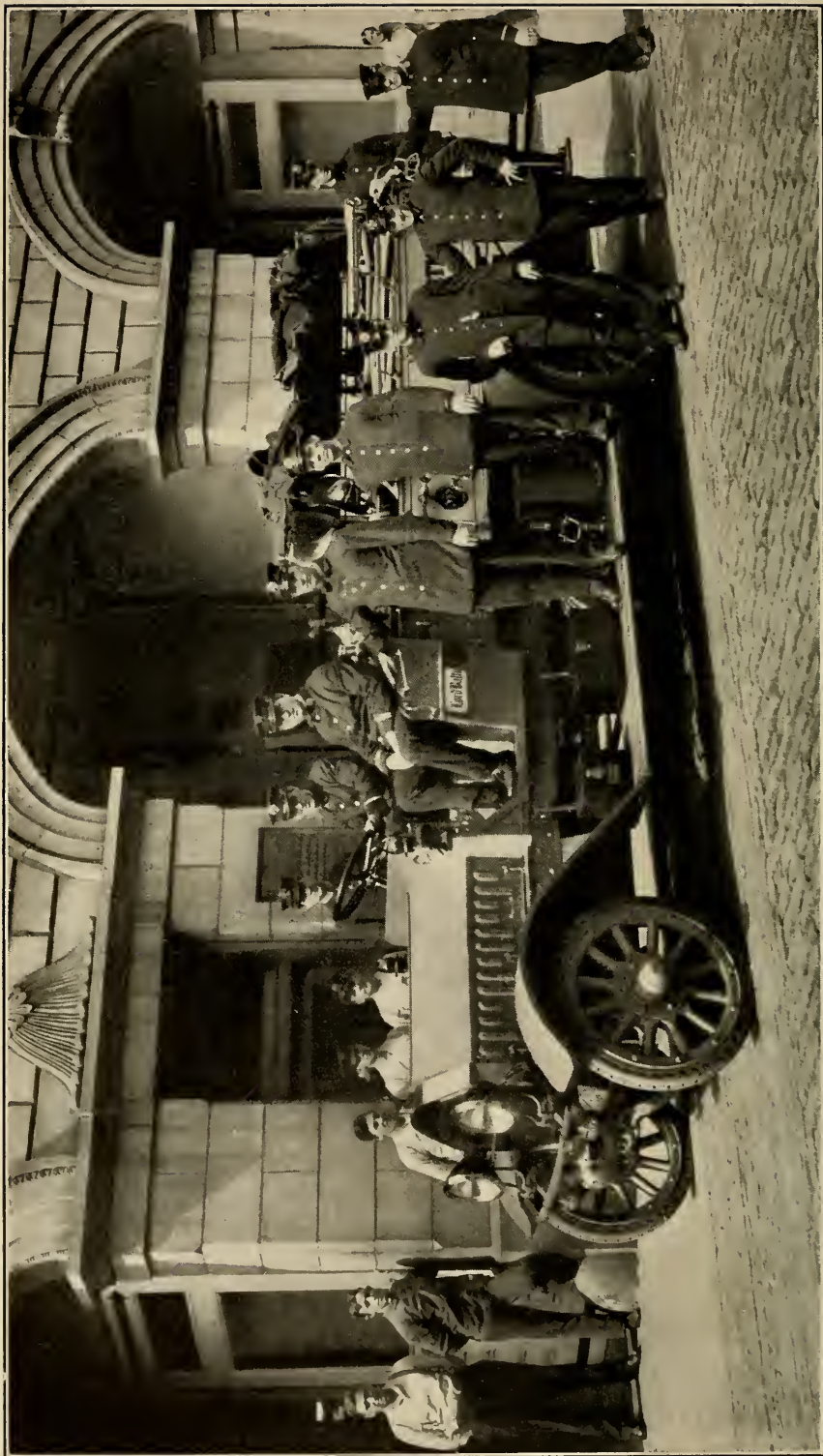
In providing educational facilities for children, most liberal provision is made, and a compulsory educational law is strictly enforced. The schools are of exceptionally high standard. There are kindergartens for the very young. Night schools for those who have advanced in years, but not correspondingly in scholastic attainment. A summer vacation school and a vocational school are a part of the system. The course of public school training terminates with graduation from the City College, Polytechnic Institute or the Girls' High Schools.

Teachers entering the educational service are not only required to be proficient along general lines, but they must take a two-year course of training in the Teachers' Training School.

There were 84,000 pupils and 2,064 teachers during the last scholastic year. There are 144 schools of all kinds.



Lake Montebello—Water Supply



TYPE OF BALTIMORE'S FIRE APPARATUS

The City's department is modern in every particular and of the highest efficiency



FIRE DEPARTMENT

Baltimore's Fire Department has been officially declared by experts to be one of the most thorough in the United States. It has all known mechanical devices for fighting fires.

The high-pressure pipe line, which has been extended over an area of 170 acres in the business district (completed 1912), is the latest device and the most modern auxiliary of the fire-fighting establishment of the City.

The pipe line system consists of three powerful pumps, which force water through large pipes at tremendous pressure. These pipes are, of course, all underground, but are tapped at intervals of 170 feet and connected with hydrants that bring the water to the surface. The hydrants, which are depressed below the sidewalk and protected by covers that can be easily removed, are systematically placed through the "down-town" district. There are at present 226 hydrants, and the number will be increased as the system is extended. Water, under great pressure, may be thrown in or against a building by means of various nozzle devices connected directly to the hydrants or with hose especially adapted to pipe line service.

Baltimore has spent \$1,000,000 on its pipe line. Insurance rates in the area protected by the service have been greatly reduced.

The personnel of the Fire Department is of the highest type. Recruits must pass an examination, mental and physical, before entering, and the training which they subsequently receive makes them exceptionally fit for their exacting duties.

The department consists of 40 engine companies, 18 hook and ladders, two fire boats, two water towers, two automobile hose companies, automobiles for the chief, deputy and district chiefs. The force numbers 860 men. Automobile tractors are replacing horses at the rate of ten tractors a year.

An exclusive feature in connection with the signal system is a portable telephone which may be connected to the fire alarm boxes in the high pressure zone to establish communication with headquarters. Each company carries one of these portable telephones.



BUSY BALTIMORE STREET
East from Charles Street



POLICE DEPARTMENT

The Police Department of Baltimore consists of 1,129 persons, all told, from Commissioners down. The department, though supported by the City of Baltimore, is under the direction of a board appointed by the Governor of the State.

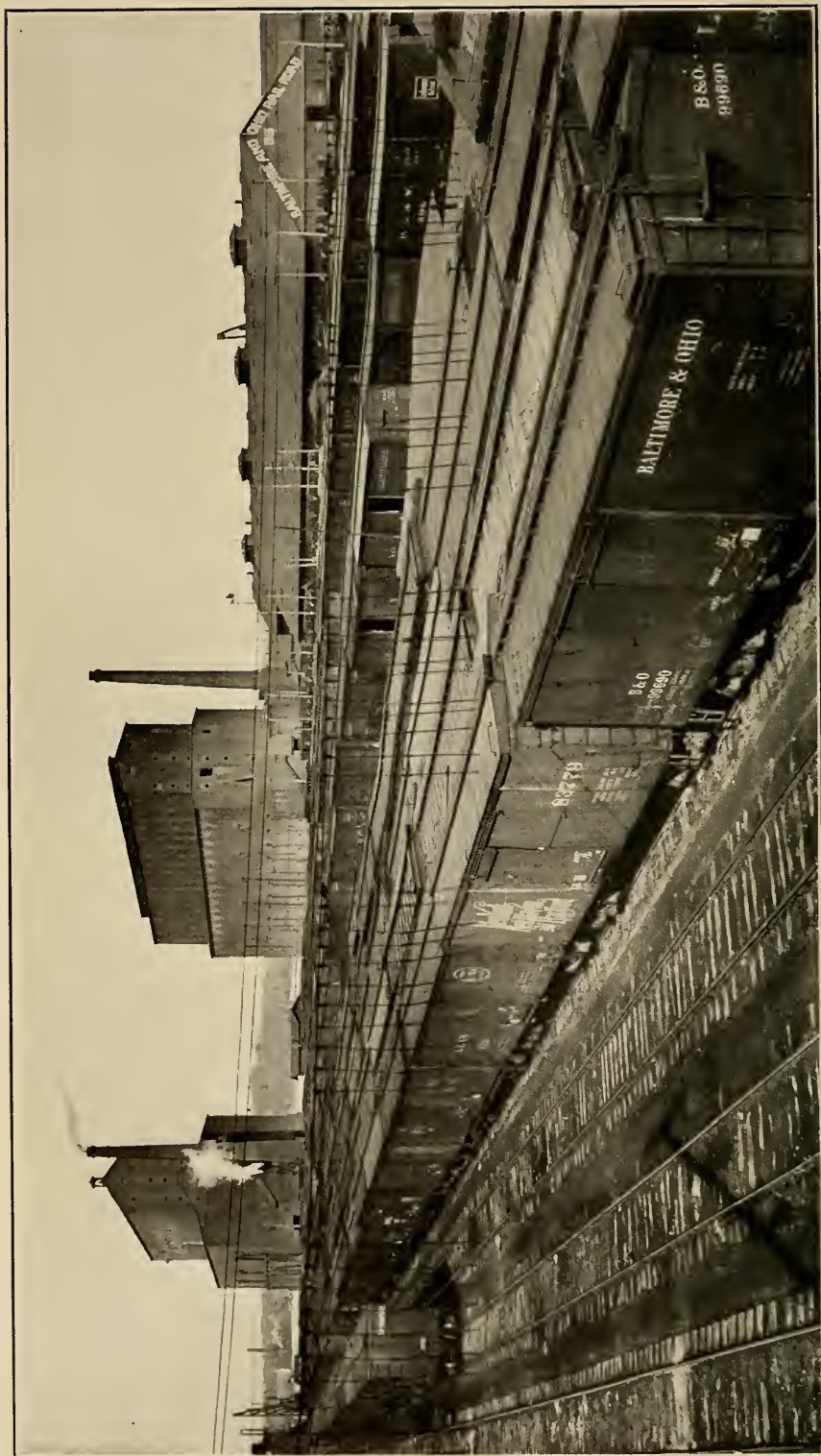
The department is splendidly disciplined, and its administration is along thoroughly modern lines. There are "traffic officers" stationed at all points where traffic is congested. Their duty is to "keep things moving." These officers have large powers. They may summarily arrest any who show a disposition not to obey to the letter the very exacting traffic laws. The officer keeps vehicles and cars "on the move" or stops them by whistle signals. In this way the problem is solved to the best advantage. The immovable "jam" that formerly occurred on down-town streets is now absent. Cars, great motor vans, automobiles and the collection of miscellaneous vehicles that crowd the thoroughfares pass along without confusion and unnecessary delay.

Aside from the traffic squad and main body of the force, there are mounted police, motorcycle men and automobile patrol wagons; a harbor patrol, which uses a steamer and a gasoline launch.

Police headquarters are at the Courthouse. Here the Police Board, the Marshal and the detectives are located.



Fort McHenry



LOCUST POINT
Showing a portion of Baltimore's splendid terminal facilities—railroad and shipping



BALTIMORE'S WIRES UNDERGROUND

In maintaining its own electrical conduit system, Baltimore stands unique as being the first American City of importance to provide underground accommodation for wires and cables transmitting all classes of electrical energy.

The entire central portion of the City is served by the Municipal system, and the work of laying extensions to the more remote sections is progressing rapidly. Three million dollars have already been invested in the plan, and during the fall of 1912 the people of the City approved an additional loan of \$2,000,000 to be expended in a continuation of the work.

By virtue of certain Legislative enactment, it is made mandatory on the part of wire-operating corporations and individuals to remove, upon notice of the completion of the system in various given districts, their poles and overhead wires and, in substitution therefor, to install cables in the conduits. The electric light and power, telephone and telegraph companies, realizing the advantages to be derived in the way of greater protection and more facile access to their equipment, heartily co-operate with the City authorities in the prosecution of the work. Furthermore, the Municipal ownership of the system insures a uniform and reasonable rate of rental for the underground space thus provided.



Patapsco River—Quarantine



SECTION OF BALTIMORE'S \$11,000,000 DOCK SYSTEM

Chesapeake Bay Market Boats

Lumber Pier

Steamships unloading fruits



(Industrial Section)

INDUSTRIAL ADVANTAGES OF BALTIMORE

A MANUFACTURER must have facilities for assembling raw material at his plant. He must have facilities for getting a finished product on the market, and he must have a MARKET.

Baltimore furnishes these accessories.

First—The City has splendid railroad service in all directions. It offers transportation facilities by water that are unexcelled. It is a great seaport, foreign and coastwise. It also utilizes the great Chesapeake Bay and its numerous tributaries, thus connecting with scores of towns and landings, penetrating far into Maryland and Virginia.

Second—Baltimore is the natural feeder of its immediate vicinity in all directions. It has at home about 700,000 persons for whom it must provide; but it has another natural market—that tremendous area to the South and Southwest and West. This is Baltimore's undisputed sphere of industrial and commercial influence.

Third—No Chinese Wall, in the form of excessive freight rates, separates the manufacturer from his market. Baltimore enjoys lower rates than other cities, as the table of comparative rates, given elsewhere in this book, will show.

Fourth—The manufacturer in Baltimore is not harrassed by labor troubles.

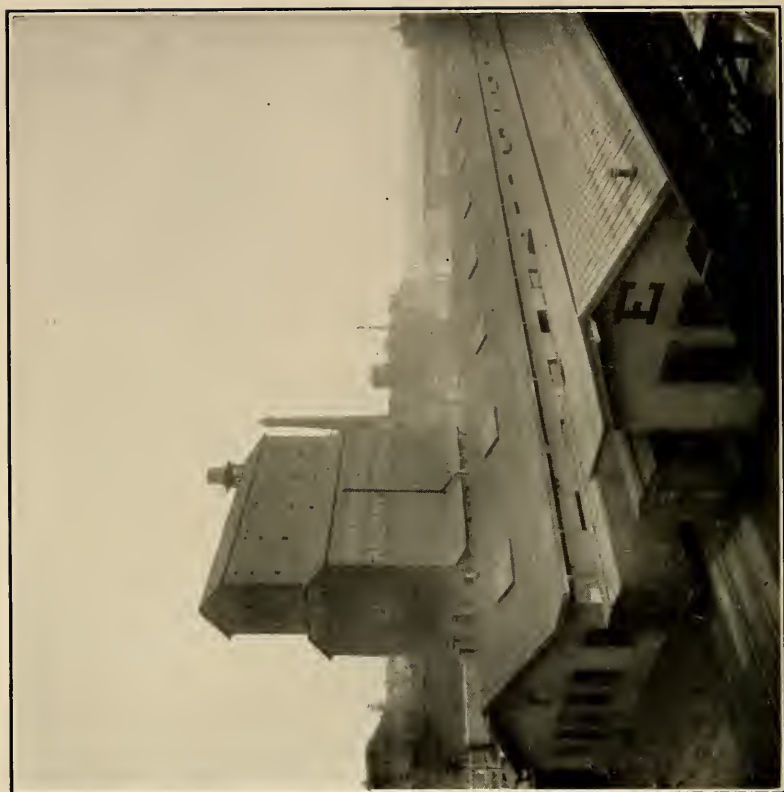
Fifth—Manufacturing implements—machinery, apparatus, mechanical tools actually employed in the manufacture of articles of commerce—are not taxed in Baltimore for City purposes.

Sixth—Insurance rates on manufacturing and mercantile establishments in Baltimore are lower relatively than in other cities.

Seventh—Power, fuel and light are cheap. Wheels turn more economically in Baltimore than anywhere else.



Great warehouses of this character are one of the principal features of Baltimore's railroad terminal facilities



Grain Elevator and Freight Sheds



BALTIMORE'S TRADE AND INDUSTRIAL ORGANIZATIONS

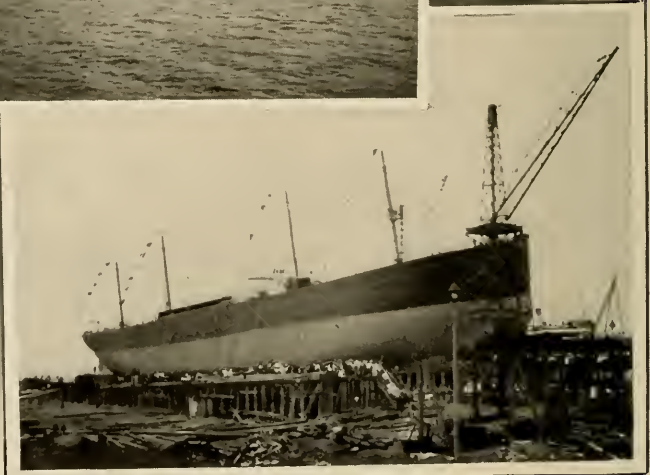
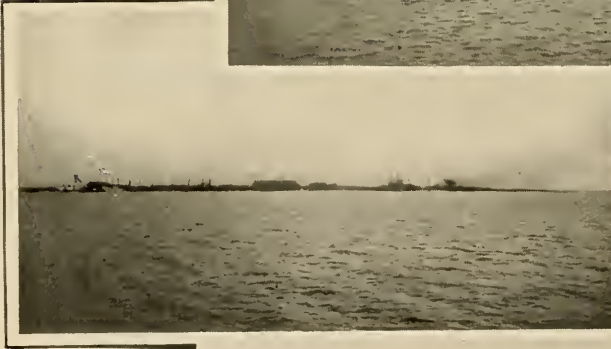
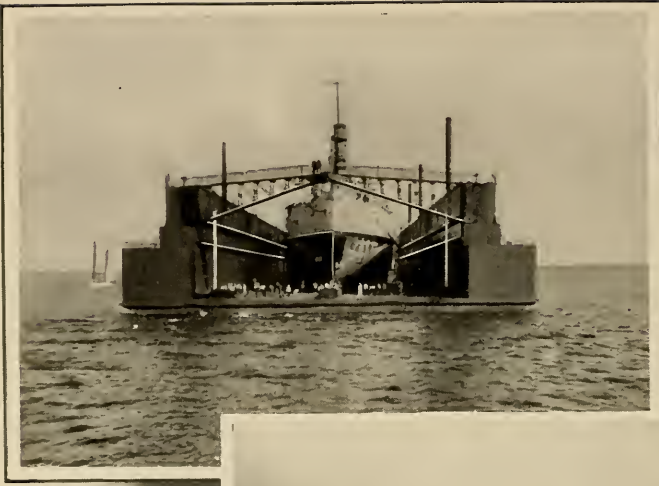
The business associations of Baltimore, particularly the large central bodies, are important elements in the City's commercial and industrial life. There are a number of such organizations and they exert a tremendous influence. Though they have their respective spheres, they are bound by ties of business and social relationship. By cohesive action and unity of purpose they have time and again made their influence felt to the mutual benefit of the City and the thousands who maintain business relations with it. Through them the business interests of Baltimore operate upon an organized and systematized basis. The good effect is not merely local, for Baltimore is the great commercial and industrial headquarters of thousands of miles of territory.

Organization and combined force have not only helped those who trade in Baltimore, but are largely responsible for placing the City in the front rank of the great commercial centers of the country.

The usefulness of these associations is not confined to the avenues of trade. They have been aggressively active in the many successful projects for the proper civic development of Baltimore, and are vital forces in the City's welfare.



Fire Boat "Deluge"



SHIPBUILDING INDUSTRIES

Drydock Dewey

Magnetic Cranes

General View, Md. Steel Co.'s Plant
A Baltimore Built Ship



BALTIMORE'S GREAT INDUSTRIES

MANY ENTERPRISES FLOURISH IN THIS INDUSTRIAL DISTRICT

Baltimore leads in Canning and Preserving; Millions worth of Fertilizer shipped; the great Straw Hat Industry; foremost Clothing Manufacturing Centre; Copper Refining; large Cotton Duck Plants; Steel Rails; Shipbuilding Interests, etc.; cheap Light and Fuel; no Labor Troubles.

THERE are within the City limits of Baltimore (31 $\frac{2}{3}$ square miles) 2502 manufacturing establishments, comprising 123 specific industries, employing 81,843 wage-earners, who are paid annually \$41,747,000. The annual value of their output is \$188,690,000. The capital represented by these enterprises amounts to \$165,293,000, not including the value of rented buildings. The Baltimore Industrial District (15 miles square, contiguous to and including the City) produces annually manufactured products to the value of \$265,000,000. This makes Baltimore one of the foremost industrial centers of the United States.



BALTIMORE'S PICTURESQUE HARBOR

Chesapeake Bay Pungies Unloading tropical fruits Immigrants disembarking



THE BALTIMORE BOOK



LEADS IN CANNING AND PRESERVING

Baltimore ranks first among the cities of the United States in the canning and preserving industry, which employs thousands of workers. Its annual product is valued at millions of dollars.

MANUFACTURE OF CLOTHING

In the manufacture of clothing Baltimore occupies a leading position, the value of this product amounting to \$41,000,000 annually. This industry employs 24,000 persons. Most of this clothing is of the higher grades. There are 325 establishments, some of them the largest in the world.

SHIPS MOST FERTILIZER

More fertilizer is shipped from Baltimore than from the combined manufacturing plants of any other State.

THE GREAT STRAW HAT INDUSTRY

The straw hat industry is represented by establishments employing thousands of hands, producing millions of dollars' worth of goods yearly.

COPPER

The copper smelting and refining works and copper-smithing in Baltimore represent for plants an investment of \$20,000,000. Baltimore has the largest copper refining plant in America.

Copper exported from Baltimore during the year ending October 31, 1913, amounted to 134,000 tons.

Baltimore's industrial activity extends to so many branches that it is impossible to discourse specifically upon all, but the following are some of the chief enterprises, in many of which



FAR-FAMED LIGHT STREET WHARF

Piers of this character extend for blocks along Light Street Wharf, which is one of the City's busiest thoroughfares



THE BALTIMORE BOOK



the City leads, and in all occupies a foremost position as a producer:

IRON AND STEEL

FERTILIZER

STRAW HATS

CLOTHING

CANDY

COPPER

CANS

FLAVORING EXTRACTS

SOAP

BOTTLE STOPPERS

SHOES

OYSTER INDUSTRY

COTTON DUCK

MEDICINES

GAS ENGINES

UMBRELLAS

STEEL RAILS

DRUGS, SPICES, TEAS, COFFEE ROASTING

CANVAS AND LEATHER BELTING

SLAUGHTERING AND MEAT PACKING

SASHES, DOORS, BLINDS, LUMBER

PRINTING AND PUBLISHING

FLOUR AND GRIST MILLS

BREAD AND BAKERIES

FURNITURE

CAR BUILDING

GAS RANGES, WATER HEATERS AND GAS METERS

GLASSWARE, BOTTLES AND WINDOW GLASS

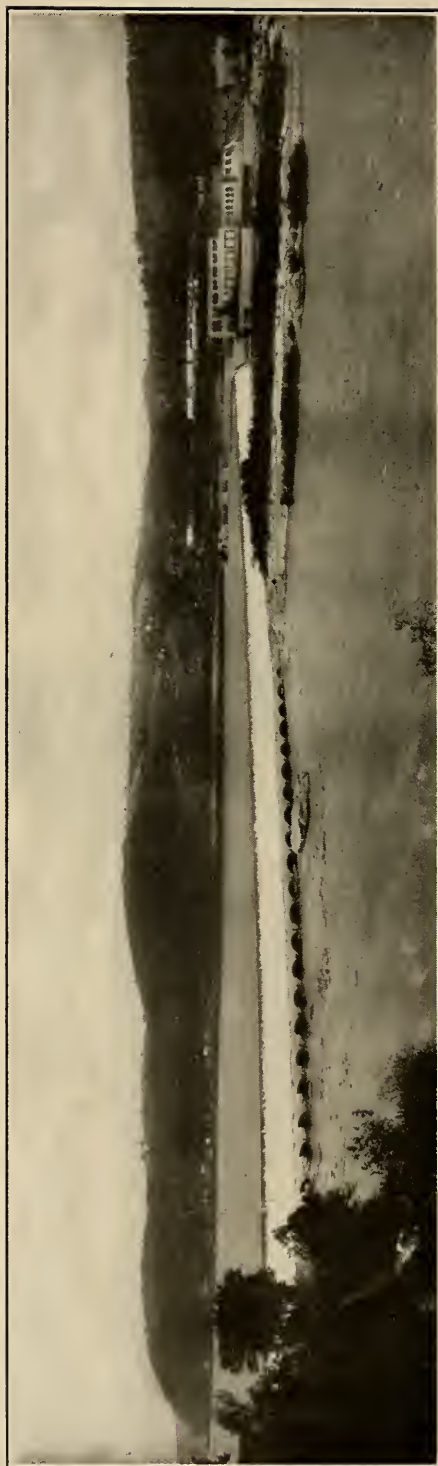
STOVES, RANGES AND PLUMBERS' SUPPLIES

CANNING AND PRESERVING VEGETABLES

MACHINERY AND MACHINISTS' SUPPLIES

TOBACCO (CIGARS AND CIGARETTES)

SHIRTS, OVERALLS, ETC.



McCALL FERRY DAM ON SUSQUEHANNA RIVER

The electric current generated at this mammoth plant turns the industrial wheels at Baltimore, 40 miles away



ELECTRIC POWER FROM THE SUSQUEHANNA

THERE has been developed for Baltimore a tremendous source of electric energy. Across the Susquehanna River, at McCall Ferry, is the third longest dam in the world, exceeded only by the dams at Keokuk, Iowa, on the Mississippi River, and at Assouan, on the Nile. Behind this barrier, which is half a mile long, 55 feet high and 65 feet thick, the Susquehanna River forms a lake eight miles in length.

Their foundations resting on the bed rock of the river, the power-house and dam contain 300,000 cubic yards of concrete. The power-house provides space for ten units, with a total maximum capacity of 135,000 horse-power.

From McCall Ferry, in a straight line, the steel towers and the aluminum cables of the transmission line stretch to Baltimore, 40 miles away, where the harnessed river drives the wheels of the City's industries and lights the homes and streets.

Independent steam generating stations, storage batteries and an unexcelled distribution system assure adequate, efficient, never-failing service. Baltimore offers the manufacturer cheap electric power in abundance. The rates for electric power in Baltimore are the lowest on the Atlantic Seaboard.

The harnessed river furnishes the power necessary to propel the street cars of the extensive transit system of Baltimore and its suburbs. Power from the Susquehanna moves the trains in the Belt Line Tunnel of the Baltimore and Ohio Railroad, beneath the City of Baltimore, one of the earliest electrically-operated tunnels in the world. The entire power requirements of the Maryland Electric Railways Company, which operates the converted steam road connecting Baltimore with Annapolis, come from the same source.

Abundant power at low rates, with an efficient and comprehensive service, gives Baltimore a tremendous advantage, which no manufacturer can afford to overlook.



PLAY-GROUND SCENES

Recreation centers have a telling influence on city life



NO LABOR TROUBLES

Baltimore has practically no labor troubles. After the great fire, the City was rebuilt without one strike. Owing to conditions that obtain in no other large community, the capitalist and laborer maintain a status which enables them to operate to their mutual interest, and to the benefit of the whole industrial situation.

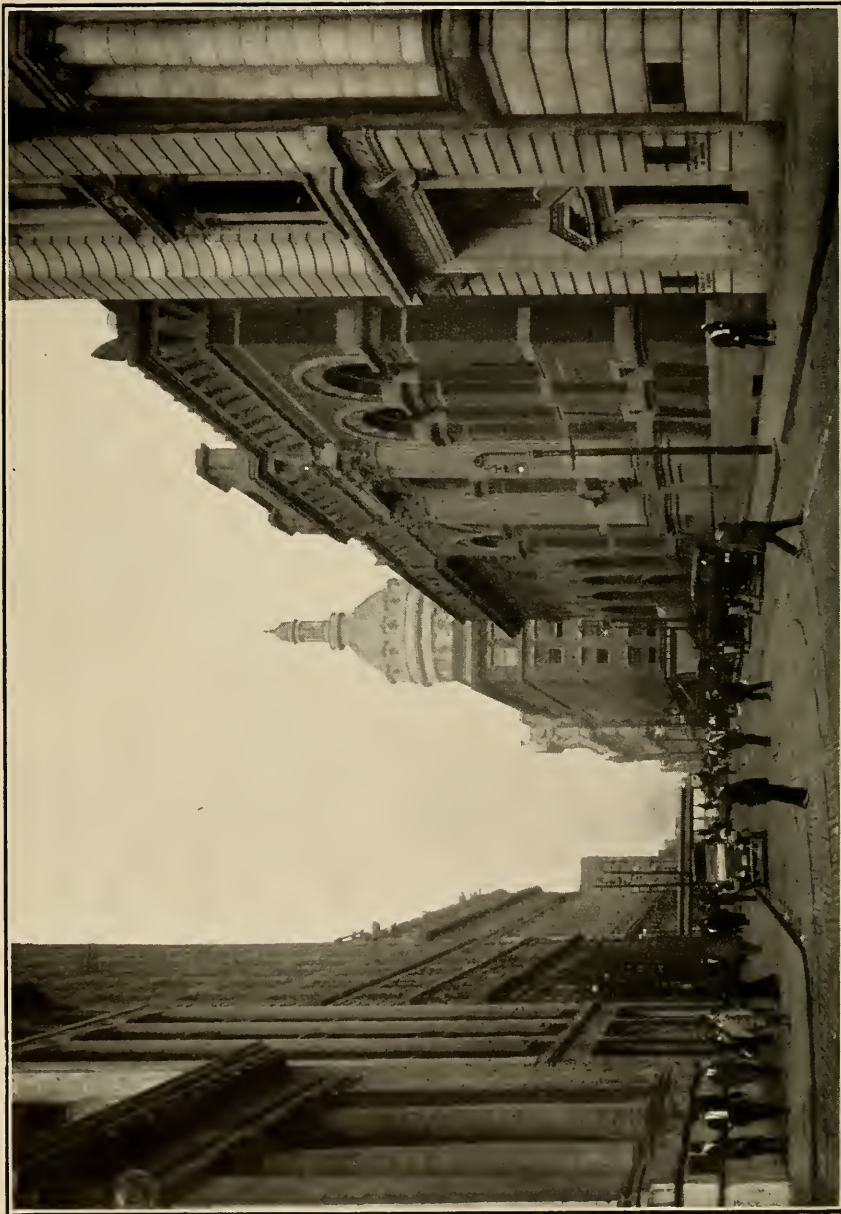
Baltimore seems totally unaffected by those periodic gusts of labor agitation that sweep over one section of the country or another, unsettling conditions, causing industrial distress and financial loss.

The City is exceptionally fortunate in this respect, primarily because of natural conditions. The working class is enabled to live well. The abundance of seasonable foodstuffs at reasonable prices, cheap rents, the opportunity to buy homes on the easiest terms are elements which contribute to the contented condition of the laboring man. In Baltimore he gets the most out of life for himself and his family. The average laborer owns his home. Tenements are practically unknown. Then there is plenty of work and plenty of workmen.

Industrial tranquillity lasts the year round.



A Bee Hive of Industry



SOUTH STREET, NORTH FROM GERMAN — PART OF BALTIMORE'S FINANCIAL CENTER
Baltimore is noted for the large number of successfully conducted banks and other financial institutions



BALTIMORE'S FINANCIAL INSTITUTIONS

Few cities enjoy the enviable reputation of Baltimore for sound financial methods, or have a larger number of successfully conducted banks and trust companies. Baltimore is noted for its excellent banking facilities.

There has not been a bank failure in Baltimore for many years, and the conflagration of 1904, which caused a loss estimated at \$125,000,000, resulted in no embarrassment to the City's financial organizations, except that arising from the destruction of buildings.

There is ample capital in Baltimore for legitimate enterprises. It is not a City given to the encouragement of "wildcat" schemes, but sound projects can find substantial backing.

BONDING

The first bonding or surety company was organized in Baltimore. This City occupies a commanding position in this branch of finance.

Millions of dollars are invested here in bonding enterprises. The assets of numerous companies total millions. They have branches practically all over the world; in fact, Baltimore is the bonding headquarters of the world.

INDUSTRIAL BUILDINGS

Baltimore has a series of modern "Industrial" or "Beehive" buildings, where heat, light, power and space in proportion to the large or small needs of any and all kinds of industries can be had on terms and conditions attractive even to infant enterprises. This enables enterprises to be started without the usual capital outlay required for investment in land and building. It offers to local industries and to those outside the City, desiring to establish operations here, every essential factory requirement that can be obtained by the most successful manufacturers.



SEA OF FREIGHT CARS, LOCUST POINT — BALTIMORE AND OHIO R. R.

This is a striking exhibit of Baltimore's terminal and transportation facilities, giving an idea of the arrangements for handling freight



THE BALTIMORE BOOK



(Commercial Section)

COMMERCE AND TRANSPORTATION

A Splendid Harbor; Grain rapidly handled; low Freight Rates; Magnificent Piers; Steamship Lines; Great Railroads, with terminals at deep water, centre in Baltimore; Colossal Municipal Piers; Great Jobbing Trade; Plants and Machinery Exempt from Taxation, etc.



Y reason of its geographical location, the City, from the very first days of the "iron horse," became a railroad center. It has, also, always been one of the important seaports of the country.

That Baltimore lived and thrived may be attributed to its natural maritime advantages. It early became a distributing point for merchandise that came over all seas and from all lands. It sent, and still sends, back ships burdened with products of every section of this country.

Long before steam became the propelling force of commerce, Baltimore's supremacy was assured. The Baltimore clipper was famous; it was sailing every sea and was seen in every port.

The City has a largely-developed trade in every respect, particularly through the South. Being of the South, this seems natural, but Baltimore is not dependent upon sentiment alone.

As the metropolis of the South, Baltimore is the natural source of supply of this section, and its trade throughout the vast country is large and ever-increasing. Nor is Baltimore's sphere of commercial influence confined to the great region south of the Mason and Dixon Line. Its merchants are invading the North. They have captured a good percentage of trade of Pennsylvania and New York State, and are successfully operating in the Ohio Valley.

As a jobbing center, Baltimore ranks third among the cities of the United States. Its trade represents approximately \$400,000,000 annually.



STEAMBOATS AT LIGHT STREET WHARF

Vessels of this type carry passengers and merchandise from Baltimore to points on Chesapeake Bay and its numerous tributaries

THE HARBOR OF BALTIMORE

Baltimore has a splendid harbor. The channel leading from Baltimore is 35 feet deep and 600 feet wide, and there is a project under way to deepen it to 40 feet and to make it 1000 feet wide.

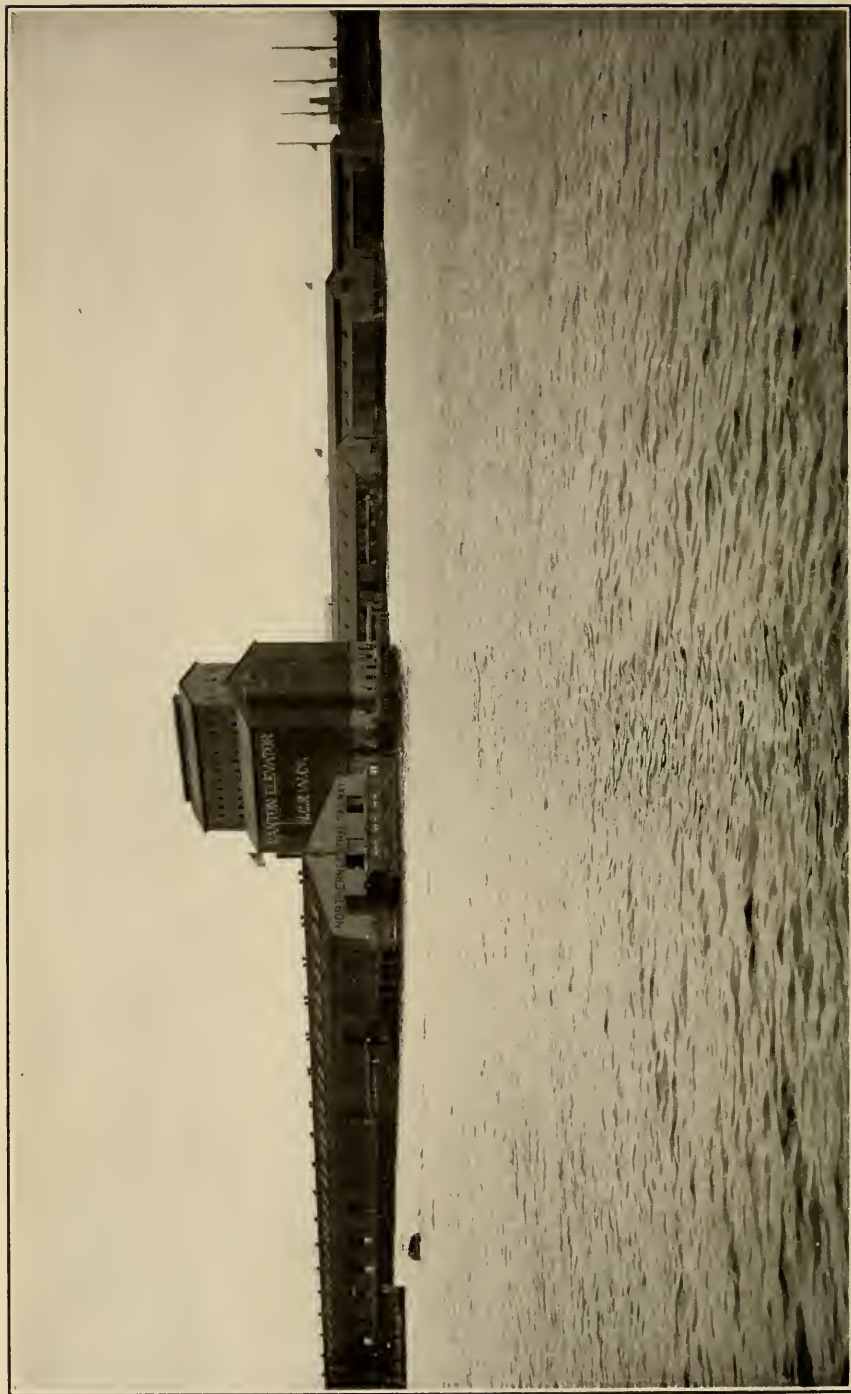
Baltimore is on the Patapsco River, a tributary of Chesapeake Bay, and is about 150 nautical miles from the Atlantic Ocean as vessels travel. The harbor may be said to begin where the Patapsco and the bay meet, about 14 miles from the center of the City.

There are 18 miles of dockage and waterfront within the contracted City limits, and many times that area in the immediate environs.

Baltimore harbor, even within the City limits proper, can accommodate the largest vessels. Such, for instance, as liners of 20,000 tons displacement or more enter and leave Baltimore harbor. Baltimore has a busy waterfront. It is very picturesque and is a shelter for all manner of craft, from the ponderous Atlantic liner to the Chesapeake Bay oyster pungy.



Typical Chesapeake Bay Steamer



BALTIMORE'S TERMINAL FACILITIES

Grain Elevator, N. C. Railroad —The harbor is flanked on either side by elevators and piers, where the largest ships find accommodations



GRAIN RAPIDLY HANDLED

Baltimore has long been justly famous for handling quantities of export grain and has largely contributed to the nation's wealth through these facilities. Railroads had the foresight to build the present terminal elevators, which have a capacity of 5,000,000 bushels, and to properly equip them with dryers to give "out of condition" grain deserved attention. They also established great terminal yards with facilities for rapid and safe unloading of cars. The elevators can place 2,000,000 bushels of grain aboard vessels in a day, and this capacity will soon be increased. Vessels are loaded while in deep water alongside the elevators, avoiding the use of lighters and floating elevators. The railroads have in every other way supported the efforts of grain merchants, who, for years, have labored to make this a favored market for domestic and export grain.

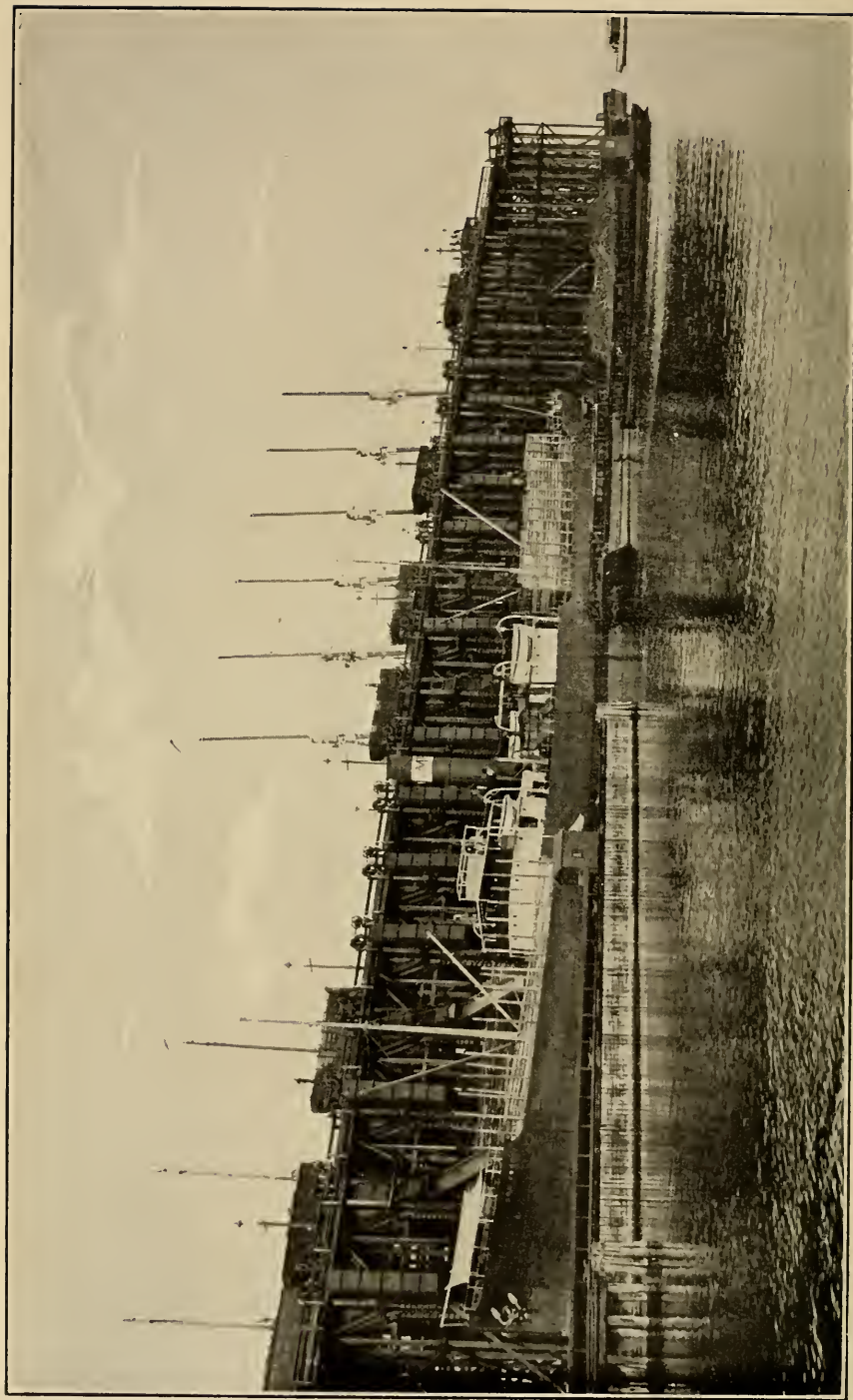
Baltimore Chamber of Commerce weighing and inspection departments are models of their kind, giving confidence and security at home and abroad.

Much Canadian grain comes to Baltimore for export and is handled so satisfactorily that tonnage is constantly increasing.

On grain for export from the Great Lakes there is a difference of three-tenths of a cent per bushel in Baltimore's favor, compared with New York and Boston. Nine-tenths is the present difference in Baltimore's favor on grain from the West, arriving all rail.

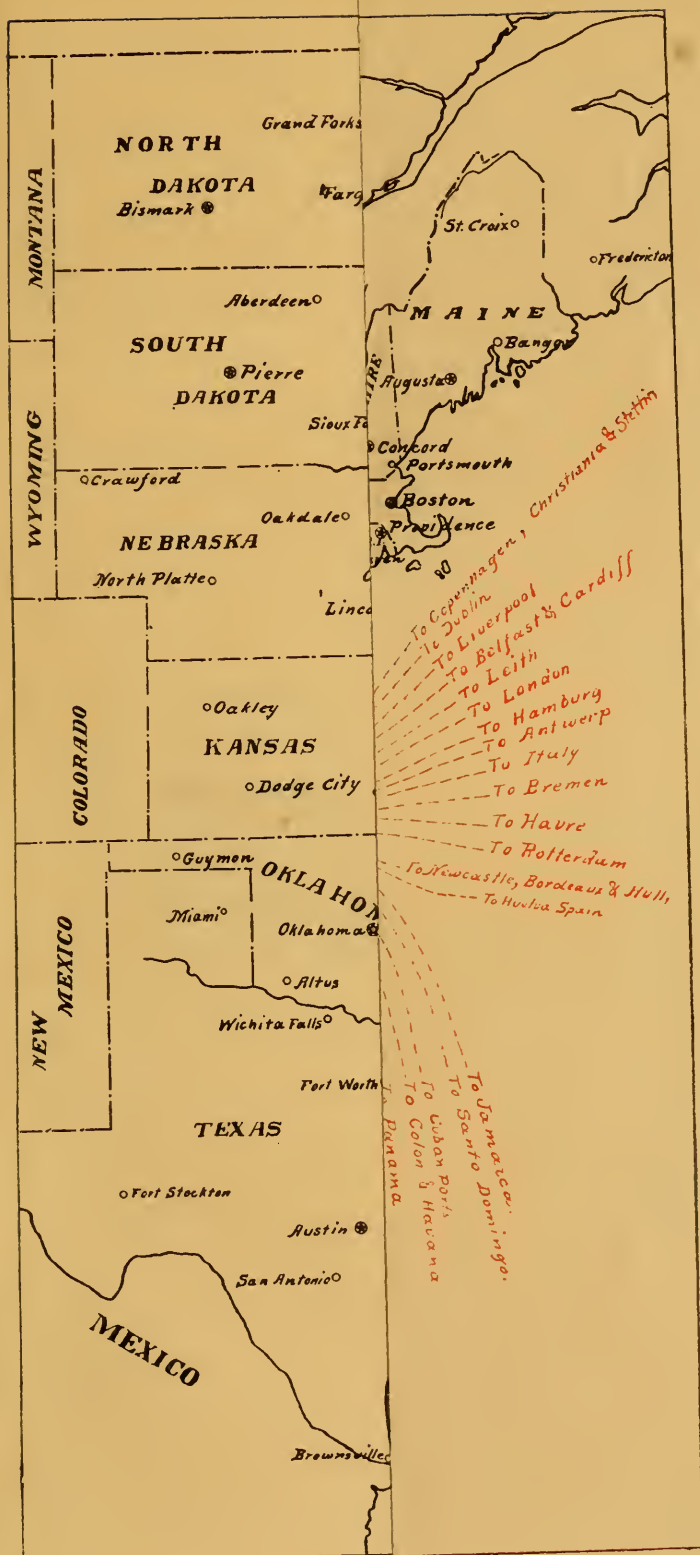


One of Baltimore's Great Grain Elevators



BALTIMORE'S TERMINAL FACILITIES

One of the immense coal piers of the Western Maryland Railway



This should be consulted in comparative figures
how much Baltimore

COMPARATIVE freight rate tables and mileage schedule, which shows conclusively the great advantage enjoyed by Baltimore, because of its geographical location. These were compiled from information furnished by Mr. Herbert Sheridan, Traffic Manager of the Chamber of Commerce, whose courteous assistance is gratefully acknowledged.

A TELLING FREIGHT RATE EXHIBIT. (No. 1.)

Freight rates from Baltimore, Boston, Providence, New York and Philadelphia to SOUTHERN points, showing the great advantage enjoyed by Baltimore.

Water and rail except as noted. Governed by Southern Classification except as noted. Rates given in cents per 100 pounds.

TO	FROM	BALTIMORE						BOSTON and PROVIDENCE						NEW YORK						PHILADELPHIA					
		CLASSES						CLASSES						CLASSES						CLASSES					
		1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
	ABERDEEN.....MISS.	130	112	99	80	67	55	138	120	102	83	70	58	138	120	102	83	70	58	132	114	100	81	68	56
	ALBANY.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
	ALLENDALE.....S. C.	92	85	70	58	49	40	103	96	81	67	58	49	98	91	76	62	53	44	98	91	76	62	53	44
	ANDERSON.....S. C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49	114	98	86	73	60	49
	ANNISTON.....ALA.	107	92	81	68	56	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
	ATHENS.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
	ATLANTA.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
	AUGUSTA.....GA.	89	75	65	53	43	34	96	81	70	58	47	37	96	81	70	58	47	37	96	81	70	58	47	37
	BIRMINGHAM.....ALA.	107	92	83	70	57	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
	BRUNSWICK.....GA.	{67 75	57 63	47 53	33 37	26 31	20 23	78 66	66 56	56 39	33 29	29	27	75 63	53	37	31	27	27	{67 75	57 63	47 53	33 37	26 31	20 27
	CHARLOTTE.....N. C.	85	74	61	49	42	32	96	85	72	58	51	41	91	80	67	53	46	36	91	80	67	53	46	36
	CHARLESTON.....S. C.	{62 h54	52 44	47 34	35 26	27 22	19 17	75 63	53	37	31	27	27	72	60	50	35	29	25	72	60	50	35	29	25
	COLUMBIA.....ALA.	107	92	81	68	56	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
	COLUMBIA.....S. C.	89	75	65	53	43	34	101	86	75	63	52	42	96	81	70	58	47	37	96	81	70	58	47	37
	COLUMBUS.....GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
	DANVILLE.....VA.	64	56	44	32	26	21	75	67	55	41	35	30	70	62	50	36	30	25	70	62	50	36	30	25
	DARLINGTON.....S. C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39	98	87	74	60	50	39
	EMPORIA.....VA.	68	55	46	33	28	22	83	73	60	44	39	33	73	60	51	37	32	26	73	60	51	37	32	26
	GREENVILLE.....S. C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49	114	98	86	73	60	49

LYNCHBURG	VA.	52	45	35.5	24	20	16	54	47	38	25	22	18	54	47	38	25	22	18
MACON	GA.	95	85	76	61	51	40	102	91	81	66	55	43	102	91	81	66	55	43
MERIDIAN	MISS.	107	92	83	70	57	46	114	98	86	73	60	49	114	98	86	73	60	49
aMOBILE	ALA.	100	85	69	54	46	39	100	85	69	54	46	39	100	85	69	54	46	39
MONTGOMERY	ALA.	101	89	79	64	53	42	108	95	84	69	57	45	108	95	84	69	57	45
NATCHEZ	MISS.	96	87	75	58	47	41	104	95	78	61	50	44	104	95	78	61	50	44
NEW BERN	N. C.	55	46	38	33	27	22	66	57	49	42	36	31	61	52	44	37	31	26
aNEW ORLEANS	LA.	95	80	65	50	43	36	95	80	65	50	43	36	95	80	65	50	43	36
gNORFOLK	VA.	26	22	18	16	13	10	45	39	34	30	25	22	d32	27	23	20	15	12
PENSACOLA	FLA.	67	57	52	42	37	32	75	65	55	45	40	35	75	65	55	45	40	35
RALEIGH	N. C.	78	67	55	43	37	28	89	78	66	52	46	37	84	73	61	47	41	32
gRICHMOND	VA.	e26	22	18	16	13	10	45	39	34	30	25	22	d32	27	23	20	15	12
SAVANNAH	GA.	{b57 72	47 60	37 50	29 35	24 29	19 21	75	63	53	37	31	27	72	60	50	35	29	25
SPARTANBURG	S. C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49
SUMTER	S. C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39
TUSCUMBIA	ALA.	108	92	85	72	59	48	116	100	88	75	62	51	116	100	88	75	62	51
WILMINGTON	N. C.	57	46	37	32	24	16	68	57	48	41	33	24	63	52	43	36	28	19
WINSTON-SALEM	N. C.	78	67	55	43	37	28	89	78	66	52	46	37	84	73	61	47	41	32

Freight rates are very important factors in the transactions of the merchant and manufacturer. Some one pays these rates. Some one is richer to the extent of money saved on freight rates. Some one can sell goods cheaper in proportion to the money thus saved. A great opportunity is offered those who purchase, trade and manufacture in Baltimore. The above table is to SOUTHERN points. Consult, also, the comparative freight tables to points southwest, west and northwest. Note the tremendous advantage Baltimore enjoys. These figures are a telling exhibit. Read the tables in connection with the comparative mileage schedule, showing how much nearer Baltimore is to southern, western and northwestern cities than are those to the north and northeast of Baltimore. Note, too, the map of Baltimore's sphere of commercial influence. These exhibits are a powerful argument in favor of Baltimore.

- a—Governed by Official Classification.
b—Via M. & M. T. Co. direct.
c—Via M. & M. T. Co., Savannah and rail.
d—Via Old Dominion Steamship Company.
e—Via all water or water and rail.
f—Via all water.
g—Governed by Official Classification from Boston and Providence.
h—Via Baltimore and Carolina Steamship Company.

KEY TO NOTATIONS

A TELLING FREIGHT RATE EXHIBIT. (No. 2.)

STANDARD ALL RAIL freight rates from EASTERN to WESTERN points, showing the lower rates enjoyed by Baltimore.

Governed by Official Classification
Rates in cents per 100 pounds.

FROM TO		BALTIMORE						BOSTON, NEW YORK						PHILADELPHIA					
		CLASSES						CLASSES						CLASSES					
		1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
CHARLESTON.....	W V.A.	57	49	41	27	23	19	65	57	44	30	26	22	59	51	42	28	24	20
cCHICAGO.....	ILL.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23
CINCINNATI.....	OHIO.	57	49	41	27	23	19	65	57	44	30	26	22	59	51	42	28	24	20
CLEVELAND.....	OHIO.	45	38	33	22	18	15	53	46	36	25	21	18	47	40	34	23	19	16
COLUMBUS.....	OHIO.	51	43	36	24	20	17	59	51	39	27	23	20	53	45	37	25	21	18
DAYTON.....	OHIO.	55	47	39	26	22	18	63	55	42	29	25	21	57	49	40	27	23	19
EVANSVILLE.....	IND.	75	64	52	36	30	25	83	72	55	39	33	28	77	66	53	37	31	26
HUNTINGTON.....	W V.A.	57	49	41	27	23	19	65	57	44	30	26	22	59	51	42	28	24	20
INDIANAPOLIS.....	IND.	62	52	44	30	25	20	70	60	47	33	28	23	64	54	45	31	26	21
LEXINGTON.....	KY.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23
LOUISVILLE.....	KY.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23
MEMPHIS.....	TENN.	92	77	62	42	35	29	100	85	65	45	38	32	94	79	63	43	36	30
NASHVILLE.....	TENN.	83	70	57	39	33	28	91	78	60	42	36	31	85	72	58	40	34	29
PEORIA.....	ILL.	75	64	52	36	30	25	83	72	55	39	33	28	77	66	53	37	31	26
PITTSBURGH.....	PA.	37	31	27	18	15	12	{a45 b50}	39 43	30 33	21 24	18 20.5	15 17	39	33	28	19	16	13
ST. LOUIS.....	MO.	80	68	56	38	32	26	88	76	59	41	35	29	82	70	57	39	33	27
TERRE HAUTE.....	IND.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23

a New York rates.

b Boston rates.

c Baltimore has differential rates and routes to Western points as illustrated below

*Steamship lines via Norfolk and Newport News and thence by rail.

To Chicago, Ill.—

*When lake navigation is open.....

*When lake navigation is closed.....

*When lake navigation is closed.....

CLASSES					
1	2	3	4	5	6
54	46	38	27	22	18
54	46	38	27	22	18
54	46	38	27	22	18

A TELLING FREIGHT RATE EXHIBIT. (No. 3.)

STANDARD ALL RAIL freight rates from WESTERN to EASTERN points, showing the lower rates enjoyed by Baltimore.

Governed by Official Classification
Rates in cents per 100 pounds.

FROM \ TO		BALTIMORE, MD.						BOSTON, MASS.						NEW YORK, N. Y.						PHILADELPHIA, PA.					
		CLASSES						CLASSES						CLASSES						CLASSES					
		1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
CHARLESTON	W VA.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
CHICAGO	ILL.	72	62	47	32	27	22	82	71	55	39	33	27	75	65	50	35	30	25	73	63	48	33	28	23
CINCINNATI	OHIO	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
COVINGTON	KY.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
EVANSVILLE	IND.	75.5	65	49.5	33.5	28.5	23	85.5	74	57.5	40.5	34.5	28	78.5	68	52.5	36.5	31.5	26	76.5	66	50.5	34.5	29.5	24
HUNTINGTON	W VA.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
INDIANAPOLIS	IND.	66.5	57.5	43.5	29.5	25	20	76.5	66.5	51.5	36.5	31	25	69.5	60.5	46.5	32.5	28	23	67.5	58.5	44.5	30.5	26	21
LOUISVILLE	KY.	72	62	47	32	27	22	82	71	55	39	33	27	75	65	50	35	30	25	73	63	48	33	28	23
MAYSVILLE	KY.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
MEMPHIS	TENN.	94.5	83	63.5	45	37	31	104.5	92	71.5	52	43	36	97.5	86	66.5	48	40	34	95.5	84	64.5	46	38	32
NEWPORT	KY.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
PEORIA	ILL.	79.5	68.5	52	35.5	30	24.5	89.5	77.5	60	42.5	36	29.5	82.5	71.5	55	38.5	33	27.5	80.5	69.5	53	36.5	31	25.5
PITTSBURGH	PA.	37	31	27	18	15	12	50	43	33	24	20.5	17	45	39	30	21	18	15	39	33	28	19	16	13
PORTSMOUTH	OHIO	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
ST LOUIS, MO., AND EAST ST. LOUIS.	ILL. }	84.5	73	55.5	38	32	26	94.5	82	63.5	45	38	31	87.5	76	58.5	41	35	29	85.5	74	56.5	39	33	27
TERRE HAUTE	IND.	72	62	47	32	27	22	82	71	55	39	33	27	75	65	50	35	30	25	73	63	48	33	28	23

o Baltimore has differential rates and routes from Western Points during season of Lake Navigation as illustrated below:

	CLASSES					
	1	2	3	4	5	6
From Chicago to Baltimore, via Lake and Rail.	60	52	40	27	23	18

A TELLING FREIGHT RATE EXHIBIT. (No. 4.)
SHORT LINE RAIL MILEAGE.

	BALTIMORE MILES	NEW YORK MILES	BOSTON MILES	PHILADELPHIA MILES
ATLANTA.....GA.	689	876	1,089	784
AUGUSTA.....GA.	613	800	1,013	708
BUFFALO.....N. Y.	382	411	479	416
CHARLESTON.....S. C.	552	739	952	647
CHICAGO.....ILL.	782	908	1,002	817
CINCINNATI.....OHIO.	578	751	925	659
CLEVELAND.....OHIO.	449	576	662	484
COLUMBUS.....OHIO.	505	631	800	540
GRAND RAPIDS.....MICH.	728	790	858	762
INDIANAPOLIS.....IND.	686	812	946	720
JACKSONVILLE.....FLA.	795	982	1,195	890
LOUISVILLE.....KY.	692	865	1,039	773
PEORIA.....ILL.	875	1,002	1,122	910
PITTSBURGH.....PA.	314	441	653	349
RICHMOND.....VA.	156	343	556	251
ST LOUIS.....MO.	917	1,054	1,187	962
SAVANNAH.....GA.	658	845	1,057	753
TOLEDO.....OHIO.	562	689	775	597
WASHINGTON.....D. C.	40	227	440	135
WILMINGTON.....N. C.	402	589	802	497
WINSTON-SALEM.....N. C.	357	544	757	452

Table of comparative distances showing how much nearer Baltimore is to Southern and Western cities than are Philadelphia, New York or Boston.
Hence, Baltimore enjoys cheaper freight rates than other cities mentioned. Consult Exhibits, 1, 2, 3.



SPLENDID RAILROAD TERMINAL FACILITIES



ALTIMORE is the local and reshipping market for the fish, oyster and crab supplies of the fertile waters of the Chesapeake Bay and tributary rivers and streams.

The railroads, Baltimore and Ohio, Pennsylvania and Western Maryland, have carfloats, large docks with warehouses, cranes and facilities for receiving, storing and shipping all kinds of raw material and manufactured articles. Lighterage companies have a multiplicity of tugs, scows and lighters, expediting commerce of the port.

The Baltimore and Ohio system has domestic and export elevators, hay sheds, terminals and storage warehouses, coal piers, and maintains general offices in Baltimore. The Baltimore and Ohio freight yards are extensive and reach all portions of the City. About 10,000 employees are located in Baltimore.

The Pennsylvania Railroad system has division offices in Baltimore and extensive terminals. The company's export and domestic elevators, hay sheds and many terminal and storage warehouses are of the usual high type, and a new passenger station facilitates travel.

The Western Maryland Railway, like the other railroads above named, has freight terminals in the business district and storage warehouses at convenient locations. In addition, docks and warehouses on the waterfront give it opportunities for prompt handling of export, import and domestic shipments.

The co-operation between the Western Maryland and New York Central lines through the extension from Cumberland to Connellsville, and connection with the Pittsburgh and Lake Erie Railroad, greatly benefits Baltimore, since new tonnage is



NEW UNION STATION, PENNA. R. R.



MT. ROYAL STATION, B. & O. R. R.



handled between Baltimore and the West under attractive conditions.

The Maryland and Pennsylvania Railroad, operating between Baltimore and York, Pa. (77 miles), has a large dairy and slate, as well as suburban passenger, business.

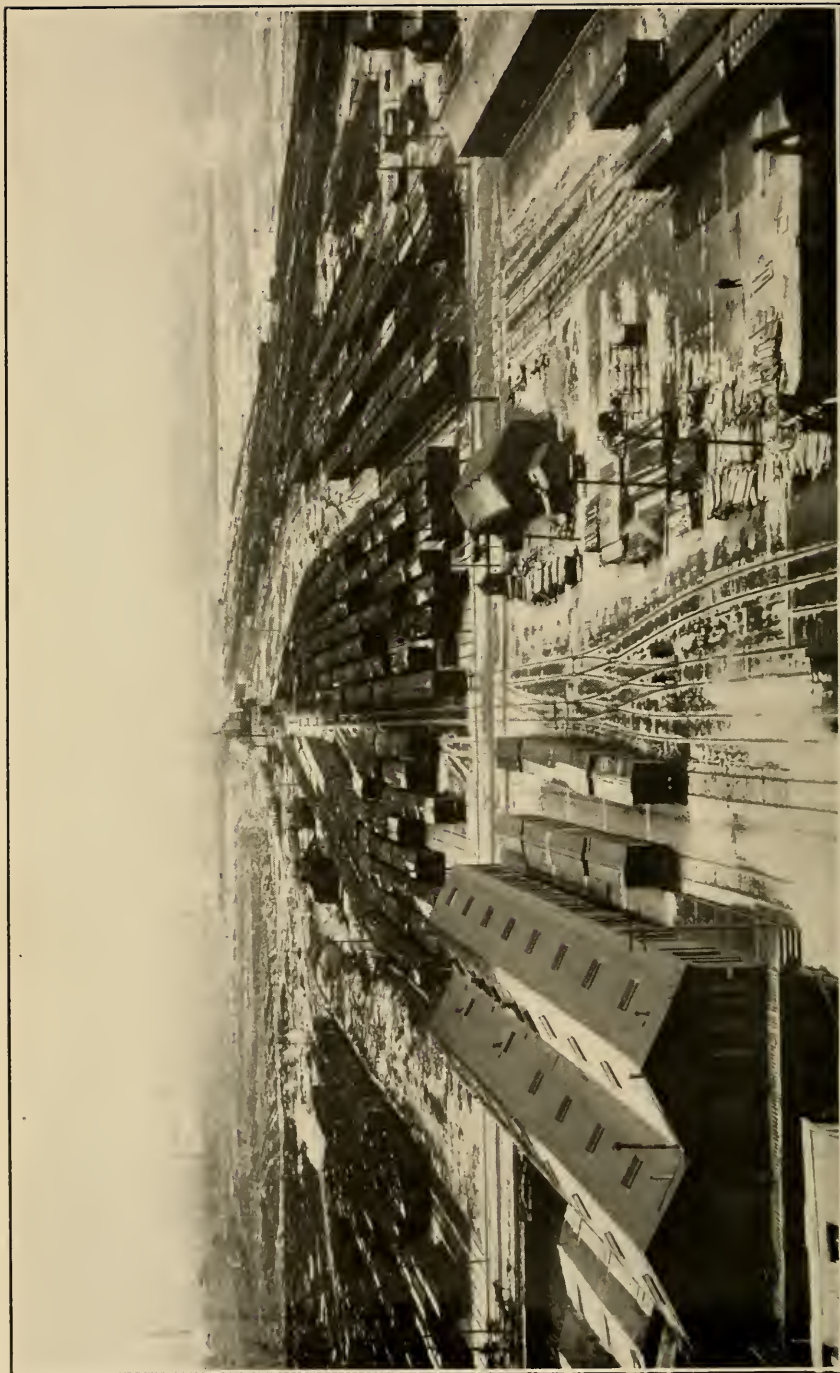
The Canton Railroad is a terminal railroad of Baltimore offering connecting line switching service on advantageous terms to industries located on the extensive waterfront property of the Canton Company.

PLANTS AND MACHINERY THAT ARE EXEMPT FROM TAXATION

Under a City Ordinance, authorized by an Act of Assembly, mechanical tools, implements, machinery and manufacturing apparatus, actually employed in the manufacture of articles of commerce in Baltimore, are exempted from City taxes, provided application be made annually before a specified time.

Following is a table of exemptions from 1896 to 1913:

1896.....	\$3,405,055
1897.....	4,695,518
1898.....	4,829,912
1899.....	4,178,945
1900.....	5,593,270
1901.....	4,671,730
1902.....	4,875,396
1903.....	5,734,446
1904.....	6,203,784
1905.....	6,177,262
1906.....	7,527,328
1907.....	8,067,442
1908.....	8 842,573
1909.....	8,878,644
1910.....	9,434,978
1911.....	9,829,312
1912.....	10,406,817
1913.....	11,415,660



EXTENSIVE FREIGHT YARDS OF THE NORTHERN CENTRAL (PENNA.) RAILROAD

Baltimore's freight facilities are constantly being enlarged. Millions of dollars will be spent in development in the near future



COAL AND COKE

The position Baltimore occupies in its ability to move, by rail and water, bituminous coal from the enormous deposits in Maryland and West Virginia gives the City a commanding position in the soft coal trade. There are 5,000,000 tons of coal annually exported from Baltimore.

Baltimore consumes 1,000,000 tons a year.

The United States Collier Neptune recently took on at one of the coal piers 15,000 tons in one day.

The short haul on coke from the ovens to Baltimore and nearness of limestone deposits make this City an ideal place for the smelting of ore from Cuba and Spain. Steel can be manufactured into railroad supplies under advantageous conditions and sent by water at low cost to home and foreign ports.



Great Piers of the Baltimore and Ohio Railroad



WHERE IMMIGRANTS LAND

Thousands of foreigners annually find their way into America through this gateway



STEAMSHIP LINES

Baltimore, being one of the great ports of the Atlantic Coast, is in constant commercial intercourse with all parts of the world. There is a score or more lines of steamships engaged regularly in foreign trade, and they are represented by a multiplicity of vessels.

Foreign steamship lines having regular sailings from Baltimore are:

Johnston Line, Baltimore to Liverpool.

North German Lloyd, Baltimore to Bremen.

Holland-America Line, Baltimore to Rotterdam.

Lord Line, Baltimore to Belfast, Cardiff and Dublin.

Atlantic Transport Line, Baltimore to Havre and London.

Hamburg-American Line, Baltimore to Hamburg.

United Fruit Co. Line, Baltimore to Port Antonio, Jamaica.

Red Star Line, Baltimore to Antwerp.

Furness Line, Baltimore to Leith.

Creole Line, Baltimore to Italy.

English-American Line, Baltimore to Huelva, Spain.

Scandinavian-America Line, Baltimore to Copenhagen.

United Fruit Company, Baltimore to Santo Domingo.

Atlantic Fruit Company, Baltimore to Jamaica.

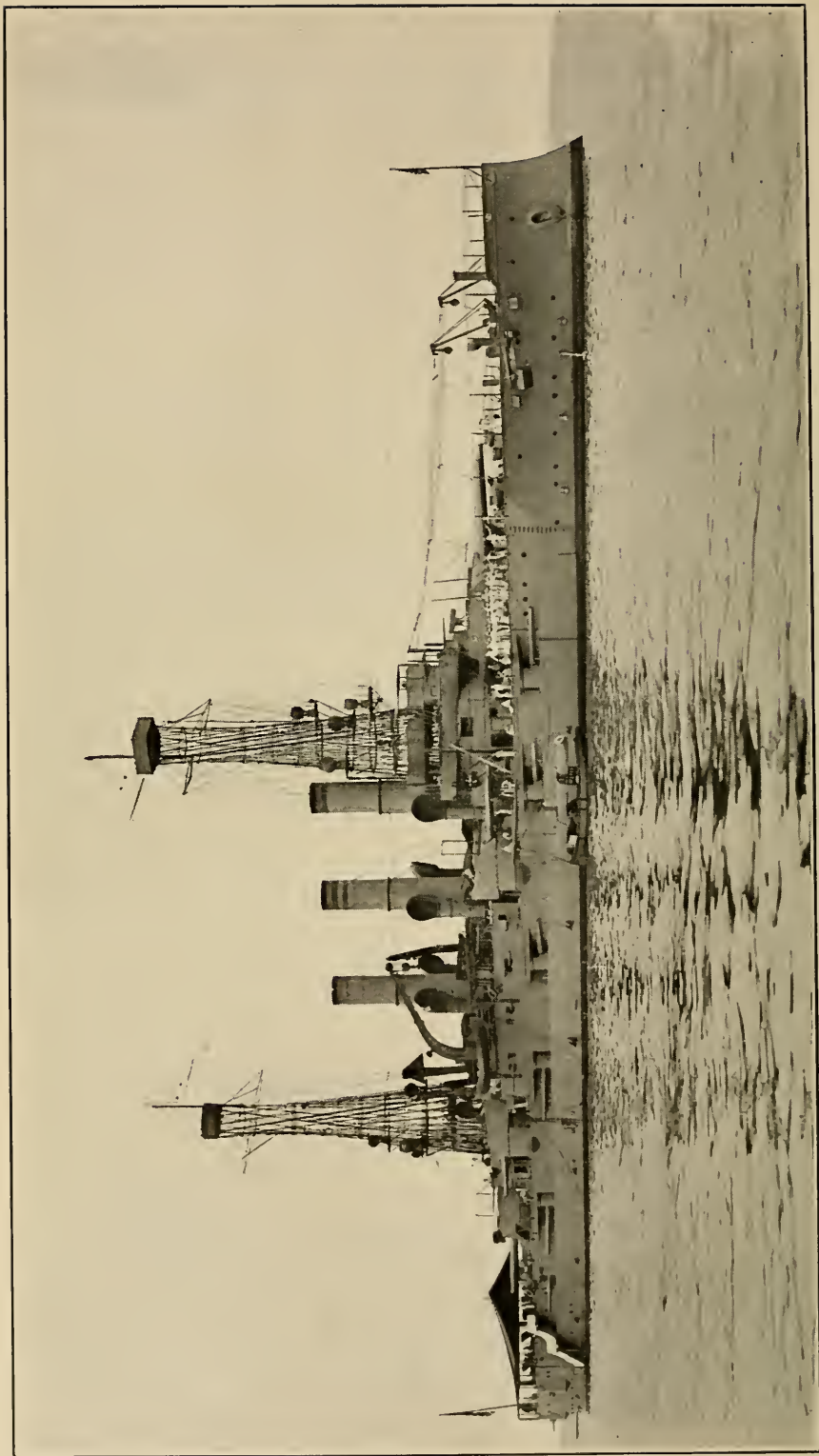
Atlantic Fruit Company, Baltimore to Cuban ports.

Munson Line, Baltimore to Havana and Colon.

Earn Line, Baltimore to the West Indies.

Lanasa & Goffe Importing and Steamship Company, Baltimore to Port Antonio, Jamaica, and Cuban ports.

Aside from the above, there are hundreds of steamships of the "tramp" or transient class, which are constantly arriving or leaving port; also that rapidly vanishing class of vessels, the "square riggers."



U. S. S. "NEW HAMPSHIRE" IN BALTIMORE HARBOR

Great warships, as well as big merchant liners, contribute to the impressiveness of the water front

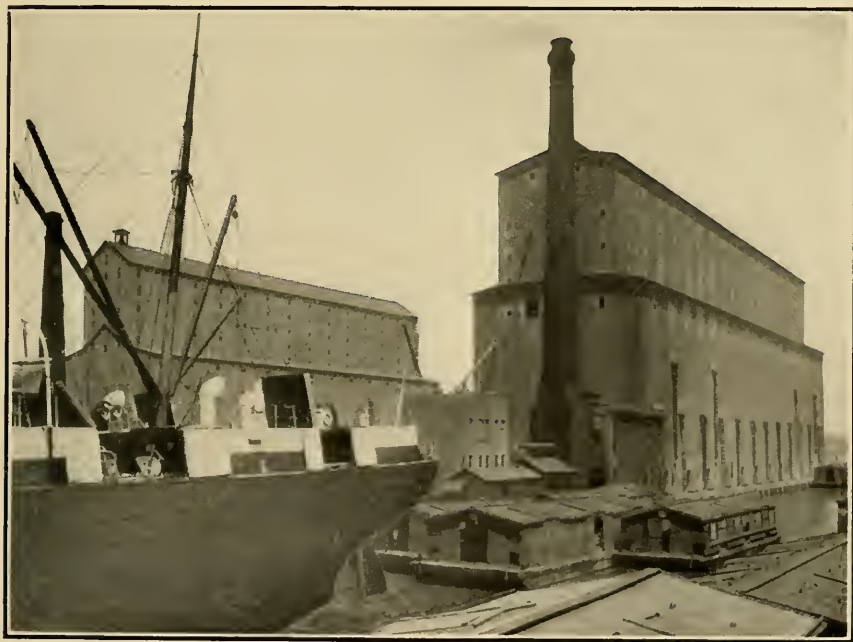


THE BALTIMORE BOOK



Steamships which regularly ply between Baltimore and Atlantic Coast ports are fitted for first-class passenger service as well as freight. Commodious steamers leave daily, going north and south, carrying hundreds of passengers and tons of freight.

It is estimated that 13,000 craft of all character sail between Baltimore and points on Chesapeake Bay and its tributaries. These vessels traverse all navigable waters of Maryland and Virginia, touching at the larger cities and numerous obscure landings. Bay steamers, as a rule, are large and modern, having excellent passenger accommodations. The oyster pungy, other small sailing craft and a multitude of power boats carry much of Baltimore's Chesapeake Bay commerce.



Great Grain Elevators of the Baltimore and Ohio Railroad



A GLIMPSE OF THE SUBURBS

The country is very picturesque and offers limitless opportunities for splendid development



(Domestic Section)

LIVING CONDITIONS

Baltimore a City of Owned Homes; Reasonable Food Prices; Cheap Rents and Fine Markets; Excellent Street Car Service; Exceptionally Good Climate; Oysters, Crabs and all Edibles in Abundance; Baltimore offers a Great Opportunity to "Live Well."

IT has been stated that Baltimore is a City of homes. It is more than this. Baltimore is a City of OWNED homes. Houses of any class may be purchased upon terms that place OWNERSHIP within reach of the most humble wage-earner.

The report of the British Board of Trade, which made an exhaustive inquiry into the cost of living in American cities, lends force to this statement. It says:

"House ownership among the working classes of Baltimore has made great progress, and among American cities Baltimore claims to take a leading place in this respect.

"In 1900, 20.5 per cent. of all private dwellings in the City were owned unencumbered by their occupants; 7.4 per cent. were owned, but encumbered, while 72.1 per cent. were hired. The number of building loan societies is very large, some 200 having meeting places in the City.

"The future owner (purchaser) must, as a rule, provide about one-third of the proposed cost of the dwelling, and the society advances the balance and issues shares to the same amounts, upon which interest of 6 per cent. is charged until they are paid up; but in the meantime the borrower is entitled to dividends upon these shares.

"The single family dwellings enjoy an absolute predominance in Baltimore," says the report.



SUBURBS OF BALTIMORE

Well paved streets and boulevards, flanked by stately mansions



THE BALTIMORE BOOK



"In 1900 the percentage of families in dwelling-houses occupied by one family was 72.6, while the percentage in dwelling-houses occupied by two families was 20, and the percentage in dwelling-houses occupied by three of more families was 7.4."

This same report goes on and describes Baltimore as a "City of practically no tenements," as the tenement evil is understood in connection with other cities, and is authority for the statement, which is a well-known and established fact, that a house in Baltimore can be rented for about one-half a similar house in a like neighborhood can be rented for in New York.

Baltimoreans, at least, know how to live. Of the 115,243 private dwellings in the City, about 50 per cent. are two stories in height, modern in every detail, and are usually very attractive. Many of the latest styles are "detached," have ornamental bay windows, and each, by law, must be provided with a bathtub and the best sanitary appliances.

A real home in Baltimore is within reach of all. And this home is on a good street, in a respectable neighborhood. Baltimoreans are not stowed away in the uppermost stories of unhealthy, insanitary tenement houses, with dubious and doubtful associates under the same roof, and in an atmosphere of social, physical and moral impurity.

Baltimore has many stately mansions amid the environment of wealth and dignity, which are very impressive, but the thousands of small dwellings, sheltering thousands of contented families, each dweller in his or her own "castle," offer a splendid object-lesson.

The excellent system of street car lines enables a person to reach any part of Baltimore for a 5-cent fare, which also includes one free transfer. This is a great boon to the wage-earner who desires to live in the open, away from the office, factory and workshop.



BALTIMORE MARKETS

Three views of Lexington Market, possibly the most famous in the country



BALTIMORE MARKETS

The habit of "going to market" is so fixed a custom, and so generally practiced as a part of the domestic routine by the Baltimore housekeeper, that markets are supported and flourish as they do nowhere else. Moreover, the markets, on market days, are one of the sights of the City. Few strangers come to Baltimore who do not join the picturesque throng at one of these centers. To see these markets in "full blast" is indeed interesting. Not only the markets themselves, but all approaches for squares take on the market environment. Along the streets are hundreds of wagons, converted into stalls, and scores of improvised shops line the curb; the flower girl, the ubiquitous faker, the country folk, the thrifty housewife, making her discriminating purchases, is a spectacle well worth witnessing.

Lexington Market is the most noted and is, possibly, without a serious rival in the country. It is very central, being contiguous to, in fact within, the retail shopping district. It is three squares long, but the market's "sphere of influence" extends for squares in all directions.

All markets are owned and under the control of the Municipality.

Centre Market, built after the fire of February, 1904, on the site of Marsh Market, which was destroyed, is a splendid modern structure. It cost \$500,650 and extends from Baltimore to Pratt street, three blocks. There are two great halls over the northern (Baltimore street) end, which are used by the night classes of the Maryland Institute. Twelve hundred pupils may be comfortably accommodated here. There is also another large hall above the produce section, which will seat 2500 persons. The wholesale and retail fish market, connected with the Centre, has been pronounced the most complete in the world.

The Baltimore markets are: Belair, Canton, Centre, Cross Street, Fells Point, Hanover, Hollins, Lafayette, Lexington, Northeast, Richmond.



BALTIMORE'S FOOD SUPPLY
Produce and Fish Markets



THE BALTIMORE BOOK



A NOTED FOOD SUPPLY CENTER

BALTIMORE'S markets are a success because of the great variety and character of the food-stuffs on sale. The investigators for the British Board of Trade, who recently made a study of living conditions in American cities, were struck by this advantage, and in their report said:

"Baltimore is a noted food supply center—fruits, vegetables, dairy products, poultry and meat are produced in the fertile districts of the State of Maryland, and the shores of the Chesapeake are especially favorable for those branches of agriculture. The City is remarkable among the large cities of the United States for the abundance and varied character of its retail markets. In the principal districts of the City are covered markets, where all kinds of meat, vegetables, fruit, butter and eggs are on sale."

The report also refers to the extensive patronage enjoyed by the markets, and the great number of butcher stalls receive particular mention.

Baltimore is singularly fortunate as to food supply, as the British report says. Things regarded as luxuries elsewhere are here matters of every-day commonplace diet. The City being situated within two hours' ride of the mountains, and at the very door of a great trucking region (the adjacent counties of Maryland), has a wonderful advantage. The great Chesapeake Bay and the Patapsco River yield up an enormous supply of crabs, oysters and fish. Several lines of steamers bring tropical fruits in abundance. Maryland is the home of the terrapin and the canvas-back, and Baltimore is the gastronomic center, where these delicacies are prepared and where they are consumed in large quantities.

Baltimore offers the best of foodstuffs in abundance; its markets bulge with the products of the season; reasonable prices make it possible for those of limited income to enjoy the benefits of these exceptional advantages, facts that contribute to Baltimore's reputation as an exceptionally desirable place of residence.



WASHINGTON MONUMENT AND VICINITY
This is the first monument erected to George Washington



MISCELLANEOUS SECTION

Population; Baltimore a Leading Educational Center; Aquatic Sports; Theatres; Hotels; Churches; Monuments; Climate; Points of Interest; Chronological History from 1608 to 1913.

A VERY unique situation is presented in connection with the enumeration of the population of Baltimore. According to the United States Census Report for 1910, its population within the City limits is 558,485; while its population, including those persons who reside just beyond the City limits, is 647,884.

This condition was of sufficient import to call from Director Durand of the Census a special report (August, 1911). In this he refers to the distinction to be made in favor of Baltimore when comparing the population of cities. The numerical peculiarity concerning Baltimore's population arises from the fact that its corporate limits have not been extended correspondingly as the City's inhabitants have multiplied.

The census reports show that Baltimore has actually grown apace, and is the most densely populated City in the country, but that thousands of Baltimoreans who live "just over the line" are not listed as residents. At the same time they are not divided from the corporate limits by squares of unimproved lots, but live on well-paved streets, in "built-up" sections which, in some instances, extend a mile beyond the present limits.

According to the census, 90,000 persons thus outside the technical bounds are so essentially a part of Baltimore in their business and social relations that they should be included when a comparison of cities is made.

Baltimore has $31\frac{2}{3}$ square miles within its contracted limits, and its population within these bounds is, according to the census, 558,485. St. Louis, with $61\frac{1}{3}$ square miles, twice the area of Baltimore, has a population of 687,029.

St. Louis ranks fourth, but Baltimore would no doubt arise to dispute that claim if its area were doubled.



GOUCHER (Woman's College) COLLEGE



MARYLAND INSTITUTE—School of Art and Design



BALTIMORE AN EDUCATIONAL CENTER

Baltimore, as a center of learning, is proud of one of the leading institutions of the world—the Johns Hopkins University. This is the foremost institution in the United States devoted to research work.

The great Johns Hopkins Hospital, with its Medical School and other educational features, is unequaled by any similar organization. It, too, is world famous.

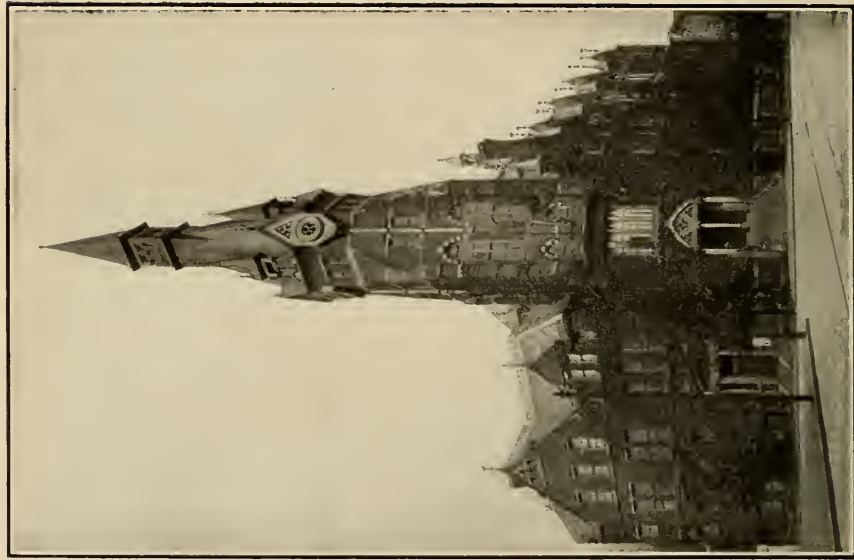
The Goucher College of Baltimore, formerly the Woman's College, has a fixed place among the advanced educational institutions of the country.

The City also boasts of the Peabody Institute, the Maryland Institute of Art and Design, the Walters Art Gallery, which is far-famed; the Enoch Pratt Free Library, with its multiplicity of branches; the Maryland University, with its various departments of learning, and a score of other institutions devoted to culture and intellectual pursuits. Aside from these, there are the Baltimore public schools, with their several colleges. These are referred to at length elsewhere.

There are many medical colleges in Baltimore, as well as others devoted to law. The City, in fact, may be aptly described as a "College Town." Thousands of students, representing not only this but almost every country of the civilized world, have received and are receiving their education in Baltimore, which occupies a commanding position in the arts, sciences and culture generally.

For the study of painting, music and sculpture, Baltimore offers unexcelled opportunities, and large numbers of pupils from various sections are taking advantage of these.

The Baltimore College of Dental Surgery is the oldest college of this kind in the world.



STATE NORMAL SCHOOL



ENOCH PRATT FREE LIBRARY, Main Building



BALTIMORE'S EXCELLENT CLIMATE

Baltimore has an excellent climate. The City is so situated that it does not experience the extremes of weather. It is free from the rigors of the North and yet it is not inflicted with the continued enervating heat of the South. The changing seasons are one of the delights of the locality. There is no monotony; no prolonged hot, dry spell to face in summer, and no long, dreary, severe winter, with its accompanying hardships. The winters are short, being relieved by beautiful spring and fall conditions. The rainfall is well distributed throughout the year and destructive storms are practically unknown.

Baltimore is, likewise, free from all other elemental disturbances, which, in some sections, are a source of constant unrest, if not actual peril.

AMPLE HOTEL ACCOMMODATIONS

Baltimore has splendid hotels. In this respect it is abreast of any city of the country of its size, and far ahead of the majority.

Just at present it is better equipped than ever, owing to the recent establishment of several large hotels. These are great institutions, designed on a large scale, built on a large scale, and operated in accordance with advanced ideas and methods.

There are scores of hotels, so the visitor will have no difficulty finding accommodations at reasonable rates.

Baltimore as a "Convention City" has entertained thousands of visitors without inconvenience to guests, and it is now better prepared than ever to assume this agreeable responsibility.



THE UNIVERSITY OF MARYLAND



PEABODY INSTITUTE



AMUSEMENTS—AQUATIC SPORTS—THEATRES

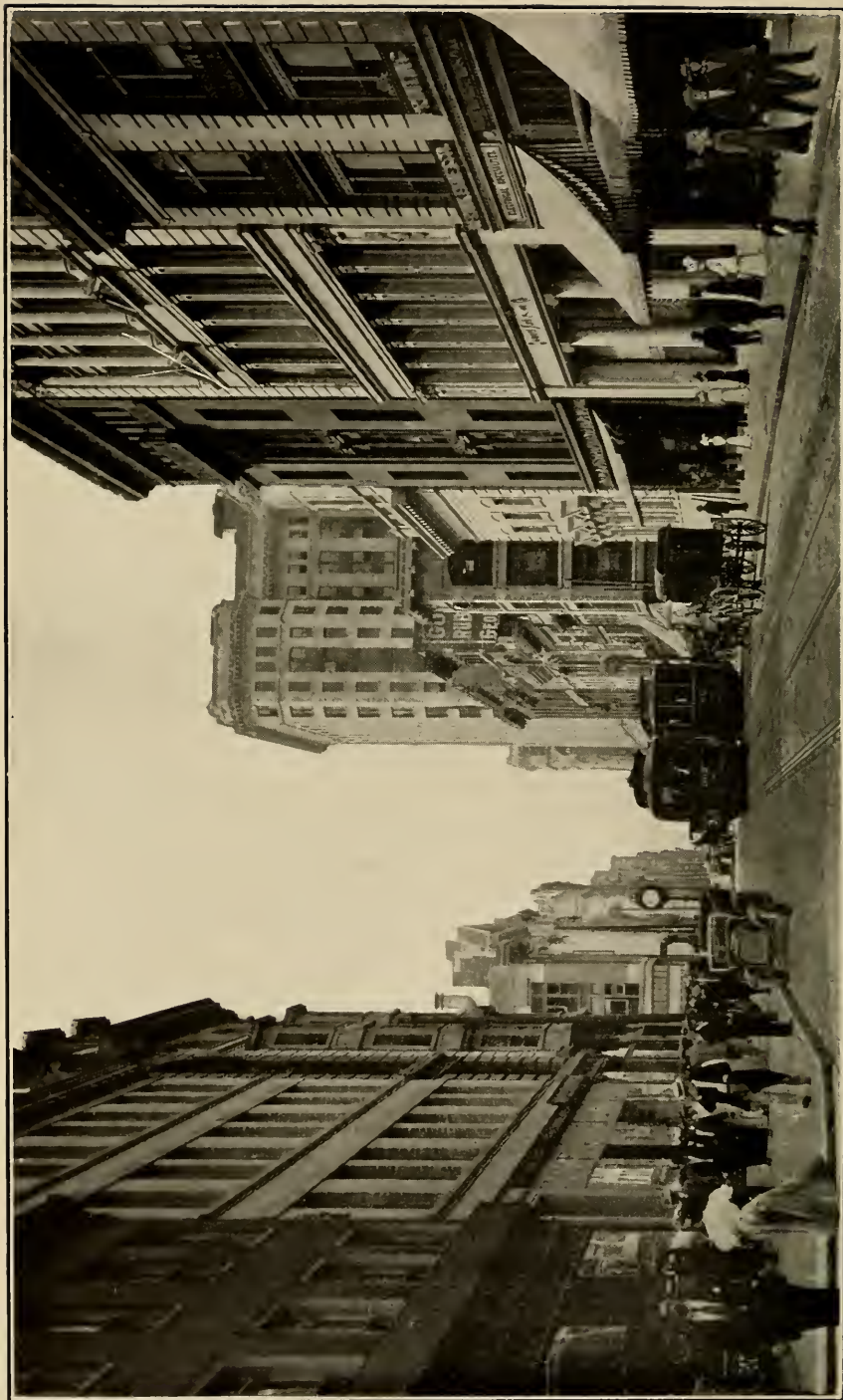
Miles of waterfront afford Baltimoreans unlimited opportunities for aquatic sports. Yachting, boating, crabbing, fishing are pastimes within reach of the most humble.

Any man may have his little power or sail boat, which at once extends his suzerainty, not only over the Patapsco River, but the great Chesapeake Bay. Here he may disport himself at will. Baltimore offers a great opportunity to the man with a boat. A race on the Patapsco, between the trained crews of rival clubs, is a sight never to be forgotten.

The pleasure seeker, who disdains the lure of salt water and the thrills of the nibble, has a splendid collection of theatres, including grand opera, for Baltimore boasts of first-class, wholesome amusement features, where the cream of the passing show may be seen. The City's theatres are all modern and commodious, and public taste demands and receives the best that the stage has to offer.



The Shepherd and his Flock — Druid Hill Park



BALTIMORE STREET, WEST FROM NEAR CALVERT
All buildings in picture were erected since fire of 1904



POINTS OF INTEREST IN BALTIMORE

NOTE:—The places listed are approximately contiguous; that is, in order named, one is not far removed from another. Hence, it will be possible to "swing around the circle" by going from point to point, beginning at Washington Monument.

Washington Monument (180 feet high)—The first monument to George Washington. Charles and Monument streets (Mt. Vernon Place).

In the immediate vicinity of the monument are:

The Peabody Institute, school of music, art, library, statuary and paintings—Monument and Charles streets.

Statues of:

George Peabody—Mt. Vernon Place; Chief Justice Roger Brooke Taney, General John Eager Howard. Washington Square (Charles street and Madison)—Severn Teackle Wallis—Washington Square near Centre street.

Mt. Vernon M. E. Church—Northeast corner Monument and Charles streets (Mt. Vernon Place). Attached to the wall of this building is a tablet bearing the following inscription:

"Francis Scott Key, author of 'The Star-Spangled Banner,' departed this life on the site of this building, January 11, 1843."

Walters Art Gallery—The finest private art collection in America. Northwest corner Charles and Centre streets.

Unitarian Church—Magnificent specimen of colonial architecture. Northwest corner Charles and Franklin streets.

Y. M. C. A. Building—Cathedral and Franklin streets.

Roman Catholic Cathedral—Cathedral and Mulberry streets.

Cardinal's Residence—Charles and Mulberry streets.

Enoch Pratt Free Library—Main Building, Mulberry street, near Cathedral.

The Johns Hopkins University Buildings—Howard street and Druid Hill avenue.

Baltimore City College—Howard street, opposite Centre.



CALVERT STREET, NORTH FROM BALTIMORE STREET
In the center is Battle Monument



THE BALTIMORE BOOK



Lee House—Residence of Gen. R. E. Lee (with United States Engineer Corps) during erection of Fort Carroll at entrance to Baltimore Harbor. Madison avenue, near Biddle street.

Fifth Regiment Armory—Baltimore's great convention hall. Hoffman and Bolton streets.

Mt. Royal Station (B. & O. R. R.)—Cathedral street, Preston street and Mt. Royal avenue.

Bryn Mawr School—Cathedral and Preston streets.

Revolutionary War Monument—Mt. Royal avenue, Cathedral and Oliver streets.

Union Station (Pennsylvania R. R.)—Charles street and Jones Falls.

Polytechnic Institute—North avenue, from Calvert street to Guilford avenue.

Goucher College, formerly "Woman's College"—St. Paul street, between Twenty-second and Twenty-fourth streets.

Homewood Park—Johns Hopkins University. Charles street and University Parkway.

Druid Hill Park—Six hundred and seventy-four acres, noted for its natural beauty. One of the finest parks in America.

Soldiers and Sailors' Monument—Druid Hill Park, between Druid Lake and Mt. Royal Reservoir.

Watson Monument—Mexican War shaft. Mt. Royal avenue and Lanvale street.

Maryland Institute—School of art and design. Mt. Royal avenue and Lanvale street.

Confederate Monument—Mt. Royal avenue, near Lanvale street.

Francis Scott Key Monument—Erected to author of "The Star-Spangled Banner." Lanvale and Eutaw streets.

Lexington Market—Baltimore's famous market. Lexington street, from Eutaw street to Pearl street.



LEXINGTON STREET, EAST FROM HOWARD

A section of Baltimore's busy shopping district, where one is always assured of meeting an animated crowd



THE BALTIMORE BOOK



Edgar Allan Poe's Tomb—In Westminster Presbyterian Churchyard. Southeast corner Fayette and Greene streets.

Fourth Regiment Armory—Fayette street, near Paca.

Maryland Workshop for the Blind—Southwest corner Fayette and Paca streets.

Camden Station (B. & O. R. R.)—Camden and Eutaw streets.

Mt. Clare Shops (B. & O. R. R.)—Where early locomotives were built. Pratt street, from Poppleton street to Carey street.

Mt. Clare Station—Where first telegraph message, "What hath God wrought," was received. Poppleton street and B. & O. R. R.

Carroll Park—With colonial mansion of Charles Carroll, barrister. Monroe street and Baltimore and Ohio Railroad.

Fort McHenry—During bombardment of which Francis Scott Key composed "The Star-Spangled Banner."

Fort Carroll—Mid-stream at entrance of Baltimore harbor. Erected 1848-1852 under direction of Gen. R. E. Lee, then of United States Engineers.

Piers at which large ocean steamers dock—Locust Point, near Fort McHenry.

Riverside Park—Formerly Fort Covington, which prevented a land attack upon Fort McHenry during bombardment in 1814. Randall and Johnson streets.

Federal Hill Park—Used as a fort during the Civil War. Hughes street and Battery avenue.

Armistead Monument—To memory of Lieutenant-Colonel George Armistead, War of 1812-14. Federal Hill Park.

Where the Fire of 1904 started—Southeast corner German and Liberty streets.

Congress Hall—A tablet on the wall, east side of Liberty street, south of Baltimore street, says:



HOWARD STREET, NORTH FROM LEXINGTON STREET
Another view of the shopping district



THE BALTIMORE BOOK



"On this site stood Old Congress Hall, in which the Continental Congress met December 20, 1776, and on December 27, 1776, conferred upon General Washington extraordinary powers for the conduct of the Revolutionary War."

Hood Monument—Erected by City to John Mifflin Hood, President of Western Maryland Railroad, 1874-1902.

Baltimore and Ohio Office Building—Main offices of B. & O. R. R. Northwest corner Charles and Baltimore streets.

Maryland Historical Society Building—Historical documents, paintings, statuary, etc. Northwest corner St. Paul and Saratoga streets.

Court House—One of the finest courthouse buildings in America. Calvert and Lexington streets.

Battle, or Baltimore, Monument—Erected in memory of soldiers who fell in defense of Baltimore during British attack, September 12-13, 1814. Calvert street, between Fayette and Lexington streets (Monument Square).

Postoffice—Fayette and Calvert streets.

City Hall—Fayette, North, Holliday and Lexington streets.

Merchants' Club—German street, between Calvert and South streets. A tablet on the west wall says:

"Upon this site stood, from 1774 to 1786, the Lovely Lane Meeting House, in which was organized (December, 1784) the Methodist Episcopal Church in the United States of America."

Custom House—Gay and Lombard streets.

Centre Market—Market Space and Baltimore street.

President Street Station (P., B. & W. R. R.)—President and Fleet streets.

Shortly after leaving this depot the Sixth Massachusetts Regiment was attacked, April 19, 1861.

Wells and McComas Monument—To the memory of two sharpshooters who shot Major-General Ross, September 12, 1814. Ross commanded the British forces at Battle of North Point. Gay, Monument and Aisquith streets.



SHARP STREET (HOPKINS PLACE), NORTH FROM LOMBARD STREET
A part of Baltimore's wholesale district



THE BALTIMORE BOOK



The Johns Hopkins Hospital—World-famous institution. Monument street and Broadway.

Wilkey Monument—To Thomas Wilkey, founder of first lodge Independent Order of Odd Fellows in America. Broadway Square, near Fayette street.

Patterson Park—One of Baltimore's finest public reservations. Contains breastworks erected during War of 1812. Patterson Park avenue and Baltimore street.

Columbus Monument—In grounds of Samuel Ready School, North avenue and Bond street. Claimed to be the first monument erected in the United States to Christopher Columbus. Genuineness of claims disputed and story advanced that the former owner of the estate was an enthusiastic horseman and raised the shaft (66 feet) over the spot where a favorite steed is buried.

Eastern Female High School—Southeast corner Broadway and North avenue.

Clifton Park—With the summer residence of the late Johns Hopkins, founder of university and hospital bearing his name. Harford road and Washington street.



Picturesque Lazaretto Light, at the Entrance of Baltimore Harbor



PRATT STREET, EAST FROM LIGHT STREET



BALTIMORE HISTORY 1608-1913

To begin at the very beginning of direct historical information concerning Baltimore, one must go back to the year 1608.

June 2nd, 1608, Capt. John Smith, whose life is reputed to have been saved by Pocahontas, having settled Jamestown, started from the vicinity of Cape Henry, on the first of his two famous explorations of the Chesapeake Bay. During this expedition, which lasted nineteen days, he visited every inlet on both sides of the Bay, from the Capes to the Patapsco River (named by Smith, Bolus), sailed up that stream, and from him we get the first information concerning the region, now Baltimore. Smith and his followers were, therefore, the first white men to set eyes on the present site of the City. There is no question about Smith's visit to this locality. He prepared an excellent map of the Chesapeake and its tributaries. The Patapsco River, then, of course, unnamed, he called "Bolus," because of the red clay resembling "bole armoniack" along its banks. The red clay, or "bole," was a covering for deposits of iron ore, afterward discovered and mined. The first of these mines was owned and worked by John Moale, at Moale's Point, along Spring Gardens. Smith's map indicates quite an extensive knowledge of the topography of this section. He went up the "Bolus" for a considerable distance. On his voyage he had fourteen companions and used a barge, of between two and three tons, propelled by sail and oar. He had exciting and interesting experiences with Indians.

Following Captain Smith's explorations in this vicinity, there is a lapse of years before the thread of the narrative can be taken up by the historian.

In the absence of proof to the contrary it must be assumed that Indians roamed over the site of Baltimore at will, or at



CHARLES STREET, NORTH FROM FAYETTE STREET



least without interference from white men; for it was not until 1661 that history records the second step in the advance of civilization.

In 1661 the first surveys were made, pursuant to land grants, and henceforth this section became the permanent habitation of white men. Tract after tract was taken up by settlers, and in 1706 Locust Point, then "Whetstone Point," was made a port of entry.

INTERESTING EVENTS IN HISTORY OF BALTIMORE GIVEN CHRONOLOGICALLY

Captain John Smith sails from lower Chesapeake on the first of his explorations of Chesapeake Bay. He and his followers were the first white men to see the locality, now City of Baltimore, 2 June, 1608

Charles Gorsuch, a member of the Society of Friends, patents 50 acres at Whetstone Point (Locust Point). Whether Gorsuch actually resided on the Point is not known.....24 Feb., 1661

David Jones, reputed to be the first actual settler, "took up" and had surveyed 380 acres of land along the eastern bank of a stream, now Jones Falls, the Falls inheriting its name from the original resident. Jones built a house in the vicinity of what is today Front street, near the stream.....15 June, 1661

Cæcilius Calvert, second Lord Baltimore, becomes Governor of Maryland under Charter from Charles I of England; from Cæcilius (Lord Baltimore) this City derives its name..... 1662

NOTE:—The original grant of the territory called Maryland was obtained by Sir George Calvert, first of the Barons of Baltimore, in 1632. Sir George died before the Charter was actually issued, and the grant devolved upon his son Cæcilius, who became the real founder of Maryland, although he never visited the Colony. Cæcilius, however, sent out settlers under his younger brother Leonard.

Alexander Mounteney "takes up" two hundred acres of land on each side of Harford Run, a stream since covered, and now Central avenue 1663

John Howard patents a tract, which includes a large part of South Baltimore, between the Middle and Northwest branches of the Patapsco 1668

Thomas Cole took five hundred and fifty acres, bounded now approximately by Paca, Mulberry, High and Lombard streets, the tract known as Cole's Harbor..... 1668



EUTAW PLACE, SOUTH FROM WILSON STREET



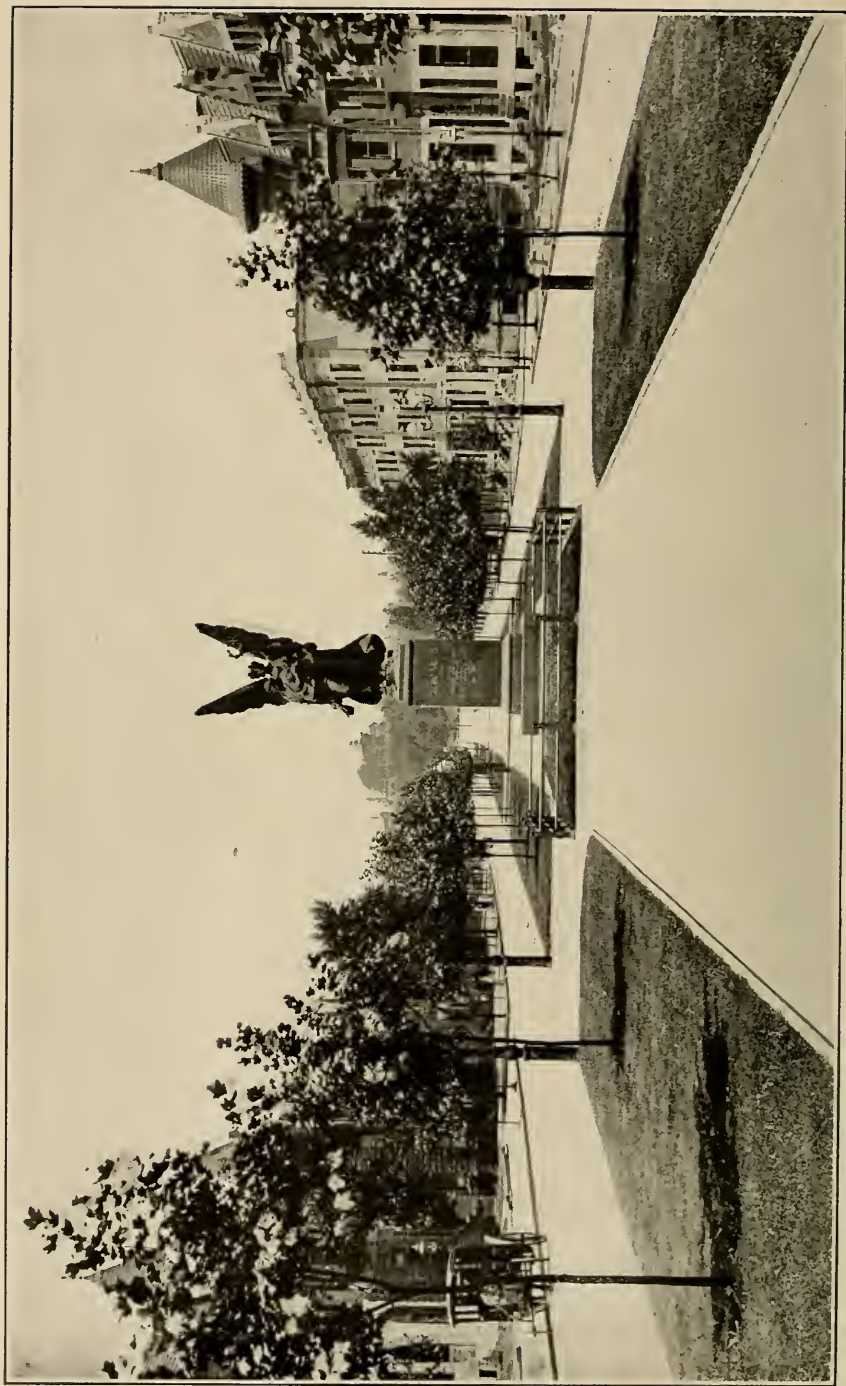
THE BALTIMORE BOOK



James Todd obtains a warrant for Cole's Harbor and has it re-surveyed, granted a patent June 1, 1700, under the name of Todd's Range. Patent later void.....	1698
Whetstone Point, by Act of Legislature, was made a port of entry, the first within the now city limits.....	1706
Mill erected by Jonathan Hanson, who acquires 31 acres, at about the point where Bath and Holliday streets intersect.....	1711
Iron ore discovered at Whetstone Point. This tract was re-surveyed March 29, 1723, and passed into the hands of the Principio Furnace Company, which concern seems later to have started smelting works in other parts of the Colony of Maryland....	1723

NOTE:—There is no little confusion concerning the early grants and patents, which were sometimes reconveyed, and others became the subject of litigation, but the foregoing, as conspicuous transactions and incidents, are sufficient for present purposes to show that the history of Baltimore antedates 1729-30, when the town was officially laid out.

Act authorizing "erection" of Baltimore Town passed....	8 August, 1729
Town Commission meet and officially survey 60 acres....	12 Jan., 1730
Jones Town, east of Baltimore Town, laid out.....	22 Nov., 1732
P. E. Parish Church, built on site afterwards occupied by St. Paul's Church, corner Charles and Saratoga streets, begun 1730, completed	1739
Baltimore and Jones Towns consolidated and incorporated as Baltimore Town.....	1745
Subscription of £100 by citizens for building a market-house and town-hall, erected 10 years later, at northwest corner Gay and Baltimore streets.....	23 April, 1751
32 acres annexed, known as "Hall's addition" to Baltimore Town..	1753
Mount Clare House erected by Charles Carroll, barrister, built of imported brick.....	1754
A number of Acadian exiles settle in Baltimore.....	1756
Baltimore made the county seat, and courthouse erected where Battle Monument now stands.....	1768
Mechanical company organized, and a fire-engine purchased.....	1769
First umbrella in the U. S. (brought from India) used here....	1772
Baptist Church erected corner Front and Fayette streets, afterwards site of the shot tower.....	1773
First newspaper, the Maryland Journal and Baltimore Advertiser, established by William Goddard; first issue.....	20 August, 1773
Stage route opened to Philadelphia.....	1773
First Methodist meeting-house in Baltimore built in Strawberry alley	November, 1773
Lovely Lane Methodist Meeting-house erected in Baltimore..	Oct., 1774



CONFEDERATE SOLDIERS AND SAILORS MONUMENT, Mt. Royal Avenue, near Mosher Street



THE BALTIMORE BOOK



- Capt. William Perkins arrives at Marblehead with 3000 bushels of Indian corn, 20 barrels of rye and 21 barrels of bread sent by the people of Baltimore for the poor of Boston.....28 Aug., 1774
- Baltimore contains 564 houses and 5934 inhabitants..... 1775
- St. Peter's Church (Roman Catholic), on Saratoga and Charles streets, built and occupied.....1770-1775
- Continental Congress holds its session in Congress Hall, corner Baltimore and Liberty streets.....20 Dec., 1776, to 20 Jan., 1777
- First notable riot in Baltimore. Mr. Goddard of the Maryland Journal beset in his office by excited members of the "Whig Club," who took exception to an article in his paper lauding King George and Parliament.....25 March, 1777
- Count Pulaski organizes his corps in Baltimore.....March, 1778
- First custom-house erected..... 1780
- Paving of the streets begun..... 1781
- First brick theatre in Baltimore erected on East Baltimore street, nearly opposite the Second Presbyterian Church; opened with the play, "King Richard III".....15 Jan., 1782
- Regular line of stage coaches established to Fredericktown and Annapolis 1783
- Policemen first employed..... 1784
- Three new market-houses erected..... 1784
- Streets first lighted with oil lamps..... 1784
- The Methodist Episcopal Church in the United States of America organizedDec., 1784
- Methodist Church built on northwest corner Light street and Wine alley; begun August, 1785; dedicated by Bishop Asbury..
21 May, 1786
- First destructive flood recorded.....5 Oct., 1786
- St. Mary's College (Seminary of St. Sulpice) established..... 1791
- Presbyterian Church erected on northwest corner Fayette and North streets (afterwards razed to give place to the U. S. Courthouse, 1860. Later torn down in 1908 to make way for Postoffice extension) 1791
- Bank of Maryland organized..... 1791
- Yellow fever epidemic.....Aug. to Oct., 1794
- Bank of Baltimore incorporated.....24 Dec., 1795
- First directory of Baltimore Town and Fell's Point published.... 1796
- Act passed to lay out and establish a turnpike from the city of Washington to Baltimore Town.....31 Dec., 1796
- Baltimore Town incorporated as a city; population 20,000, 31 Dec., 1796; began as an incorporated institution..... 1797
- First Mayor, James Calhoun, elected.....16 Jan., 1797
- Marine Observatory was first established on Federal Hill..... 1797



MT. VERNON PLACE

Where one meets beauty and impressive dignity on the threshold of teeming city life



THE BALTIMORE BOOK



Library Company of Baltimore, afterwards merged with the Maryland Historical Society, incorporated. (Library contained 4000 volumes in 1800).....20 Jan., 1797

Maryland Society for promoting the abolition of slavery, and the relief of free negroes and others unlawfully held in bondage, formed in Baltimore; the fourth in the U. S.....8 Sept., 1798

Baltimore American and Daily Advertiser first issued. (Successor of Maryland Journal and Baltimore Advertiser, established 1773).....14 May, 1799

On the 15th of December news of the death of General Washington reached Baltimore, and on the first day of January, 1800, commemorative funeral rites were held. The militia, including the regulars at Fort McHenry, and citizens, many from the country surrounding Baltimore, formed a procession at the "Head of Baltimore street," where an appropriate address was delivered by Rev. Dr. Allison. From thence the procession went to Christ Church. A bier was carried into the edifice, and the funeral services were conducted by Rev. Dr. Bend. There was a concourse present.

As a result of this demonstration, sundry bills against the Mayor and City Council of Baltimore were rendered, generally upon fragments of paper. These have been mounted, and are on exhibition at the City Library.

President Adams passes through Baltimore June 15, 1800, from Washington. The Mayor and City Council presented him an address of welcome.....15 June, 1800
(Original document—President's reply—at City Library.)

Petition of Protest against erection of a City Hall..... 1801
(Original document at City Library.)

Jerome Bonaparte and Miss Elizabeth Patterson married in Baltimore24 Dec., 1803

Union Bank of Maryland organized and chartered..... 1804

Mechanics' Bank incorporated..... 1806

Corner-stone of Roman Catholic Cathedral laid.....7 July, 1806

Baltimore Water Company formed with capital of \$250,000, 30 April, 1804, and water first supplied through cast-iron pipes (water taken from Jones Falls).....May, 1807

Courthouse building on North Calvert street, corner Lexington, begun 1805; occupied..... 1809

NOTE:—The above building was torn down to make place for the present marble structure.

Mob destroys the office of the Federal Republican.....27 July, 1812
"New Theatre," afterwards called "Holliday Street Theatre," opened10 May, 1813

First steamboat built in Baltimore, the Chesapeake, constructed by William McDonald & Co..... 1813



BALTIMORE HAS OVER 450 CHURCHES OF ALL DENOMINATIONS
 Cathedral, R. C. First Baptist Christian Temple St. Paul's, P. E.



THE BALTIMORE BOOK



British forces under General Ross advance against the city, 12 Sept., 1814
 Engagement at North Point, General Ross killed.....12 Sept., 1814
 Fort McHenry bombarded by British fleet.....12-13 Sept., 1814

"The Star-Spangled Banner" was composed by Francis Scott Key, while on board the United States ship *Minden*, during the bombardment of Fort McHenry.

"The Star-Spangled Banner" printed in the *Baltimore American and Daily Advertiser*.....21 Sept., 1814
 Corner-stone of the Washington Monument laid (height of monument, 180 feet) (completed 25 Nov., 1824).....4 July, 1815
 Corner-stone of Battle Monument laid (erected in honor of Baltimoreans killed defending the City in 1814) (monument finished 12 Sept., 1822).....12 Sept., 1815
 Population of Baltimore increased 16,000 by annexation of the precincts 1816
 Maryland Hospital incorporated.....29 Jan., 1816
 St. Andrew's Society incorporated.....1 Feb., 1816
 Medical Society of Maryland incorporated.....1 Feb., 1816
 St. Paul's P. E. Church erected on corner Saratoga and Charles streets; corner-stone laid 4 May, 1814; completed at cost of \$126,140 1817
 Disastrous freshet in Jones Falls; part of the city called the "Meadows" overflowed to depth of 10 to 15 feet....8 Aug., 1817
 President Monroe visits Baltimore..... 1819

(For correspondence relative thereto, see exhibit at City Library.)

First Odd Fellows' Lodge in America, Washington Lodge No. 1, organized at Fell's Point, 13 April, 1819, through the efforts of Thomas Wildey. It received a charter from the Duke of York's Lodge at Preston, Lancashire, England.....1 Feb., 1820
 First building lighted with gas, Peale's Museum on Holliday street, afterwards old City Hall, 1816. First public building lighted with gas, the "Belvidere Theatre," northwest corner North and Saratoga streets..... 1820
 Exchange Building (Custom-house, torn down 1902), Water, Gay, Lombard streets, opened for business.....June, 1820
 Roman Catholic Cathedral (begun 1806) consecrated by Archbishop Mareschal.....31 May, 1821
 Disastrous fire; 3 lumber yards and 25 to 30 buildings, mostly warehouses, burned.....23 June, 1822
 Statue placed on Battle Monument.....12 Sept., 1822
 Corner-stone of Baltimore Athenaeum at southwest corner St. Paul and Lexington streets, laid.....10 Aug., 1824
 General Lafayette visits Baltimore.....7-11 Oct., 1824



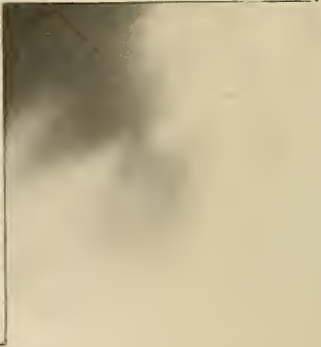
TYPES OF BALTIMORE CHURCHES (Continued)
 Mt. Vernon, M.E. Oheb Shalom Synagogue St. Mark's Lutheran First Presbyterian



THE BALTIMORE BOOK



- Washington Monument (the first monument erected in honor of George Washington) completed.....25 Nov., 1824
- Mrs. Ellen Moale (first white child born within the town of Baltimore) dies.....March, 1825
- Erection of Barnum's City Hotel begun..... 1825
- Maryland Academy of Science and Literature incorporated. (Continued until 1844).....16 Feb., 1826
- First exhibition of Maryland Institute.....7 Nov., 1826
- Subscription books for stock of Baltimore & Ohio Railroad opened; \$4,178,000 taken by 22,000 subscribers.....20-27 March, 1827
- First banking-house opened by Evan Poultney in Baltimore street, June, 1828
- Foundation stone of the Baltimore & Ohio Railroad laid by the Masonic Grand Lodge of Maryland, assisted by Charles Carroll of Carrollton.....4 July, 1828
- Shot-tower (Phoenix Company), 234 feet high, circular, and of brick, built without scaffolding, completed.....25 Nov., 1828
- Corner-stone of the Baltimore & Susquehanna Railroad (later Northern Central Railroad) laid, and centennial of Baltimore celebrated.....8 Aug., 1829
- First public school opened.....24 Sept., 1829
- Old Baltimore Museum, northwest corner Baltimore and Calvert streets, opened.....1 Jan., 1830
(Building sold to B. & O. R. R., March, 1874.)
- First steam car was run on the Baltimore & Ohio R. R. on 28 Aug., 1830
- Epidemic of cholera.....July-Sept., 1832
- Charles Carroll of Carrollton, the last survivor of the signers of the Declaration of Independence, aged 95, dies at Baltimore.... 14 Nov., 1832
- Bank of Maryland fails.....24 March, 1834
- Baltimore and Washington Railroad was opened.....25 Aug., 1834
- Riot, growing out of failure of Bank of Maryland.....Aug., 1835
- First issue of the Baltimore Sun.....17 May, 1837
- Sudden freshet in Jones Falls; 19 lives lost; Harrison and Frederick streets 10 feet under water.....14 July, 1837
- City of Kingston, first steam vessel from Baltimore to Europe direct, leaves port.....20 May, 1838
- Baltimore Academy of Visitation opened, 1837; chartered..... 1838
- Baltimore College of Dental Surgery, the first of dental colleges, and for many years the only dental college in the world, was chartered 1839
- Greenmount Cemetery dedicated.....13 July, 1839
- Mercantile Library Association organized.....14 Nov., 1839



A FEW MONUMENTS OF BALTIMORE

Washington

Howard

Watson



THE BALTIMORE BOOK



- St. Vincent de Paul's Church, corner-stone laid by Archbishop Eccleston, 21 May; 1840; dedicated.....7 Nov., 1841
- Explosion of steamer Medora, just about to start on her trial excursion; 27 killed; 40 wounded.....15 April, 1842
- Francis Scott Key, author of "The Star-Spangled Banner," died.. 11 Jan., 1843
- Adams Express Company was established in Baltimore..... 1843
- Historical Society of Maryland organized; Gen. John Spear Smith, first president.....27 Jan., 1844
- Omnibus line established.....May, 1844
- Magnetic telegraph from Washington city to Mt. Clare Depot, Poppleton and Pratt streets, B. & O. R. R., wires covered with rope-yarn and tar, completed; first communication, "What hath God wrought!" received.....27 May, 1844
- Corner-stone of St. Alphonsus' Church laid, 1 May, 1842; church dedicated.....14 March, 1845
- Maryland Institute for the promotion of the mechanics' arts organized.....12 Jan., 1848
- Fire destroys 60 dwellings, breaking out in a cotton factory in Lexington street, near Fremont.....28 May, 1848
- Howard Athenaeum and Gallery of Art, northeast corner Baltimore and Charles streets, opened as a theatre.....12 June, 1848
- Baltimore Athenaeum opened and edifice inaugurated...23 Oct., 1848
- Baltimore Female College opened 1848; chartered..... 1849
- Edgar Allan Poe dies in Baltimore, aged 40 years.....7 Oct., 1849
- Jennie Lind arrives in Baltimore. (J. H. Whitehurst, "daguerreo-typist," bids \$100 for first choice of seats at her first concert).. 8 Dec., 1850
- Corner-stone of Maryland Institute, Baltimore street and Marsh Market Space, laid March 13, 1851; the building was opened.. 20 Oct., 1851
- Building destroyed in fire of 1904; new one (Center Market) erected, near same site, 1907.
- Reception to Louis Kossuth.....27 Dec., 1851
- Loyola College, Calvert street, near Madison, opened....15 Sept., 1852
- Remains of Junius Brutus Booth, tragedian, arrived in Baltimore, his home, from Louisville, Ky., where he died 2 Dec.....9 Dec., 1852
- Loudon Park Cemetery dedicated.....14 July, 1853
- Maryland School for the Blind opened..... 1853
- Baltimore Orphan Asylum, Stricker street, near Saratoga, opened.. 10 Nov., 1853
- Excursion train returning to Baltimore from Rider's Grove collides with accommodation train from Baltimore, near the Relay House; over 30 killed and about 100 injured.....4 July, 1854
- Water-works purchased by the city..... 1854



MONUMENTS OF BALTIMORE (Continued)

Key or Star-Spangled Banner

Revolutionary War

Battle Monument



THE BALTIMORE BOOK



- Trial of a steam fire-engine, the "Miles Greenwood," built at Cincinnati for the corporation of Boston; the first seen in Baltimore. . . 2 Feb., 1855
- Erection of the new First Presbyterian Church, corner Madison street and Park avenue, begun. July, 1855
- Melee among the firemen; 2 killed; many injured. 18 Aug., 1855
- St. Paul's P. E. Church burned, 29 April, 1854; rebuilt and dedicated. 10 Jan., 1856
- Battle between Rip Rap Club and the New Market Fire Company; many wounded; city election dispute. 8 Oct., 1856
- Election riot; Democrats and Know-nothings. 4 Nov., 1856
- Disastrous fire, 37-41 South Charles street; 14 persons killed by a falling wall. 14 April, 1857
- Strike on the Baltimore & Ohio Railroad, and encounter between the militia and rioters. 29 April-2 May, 1857
- Banks suspend specie payment. 28 Sept., 1857
- Maryland Club incorporated. 24 Feb., 1858
- Clearing-house established. 8 March, 1858
- Steam fire-engine, the "Alpha," the first owned by the Baltimore Fire Department, arrives in the city. 18 May, 1858
- Flood, almost as destructive as that of 1837, occurs. 12 June, 1858
- Ordinance passed for a partial paid city fire department. Sept., 1858
- Reform Association organized at a mass-meeting in Monument Square. 8 Sept., 1858
- Peabody Institute, endowed by George Peabody with \$1,300,000, 1857; incorporated 9 March, 1858; corner-stone laid. . 16 April, 1859
- Police and fire-alarm telegraph adopted June, 1858; first put in operation. 27 June, 1859
- First car placed on the City Passenger Railway on Broadway, and line opened. 27 Oct., 1859
- Baltimore police force placed under State control. 2 Feb., 1860
- Reception to Japanese Ambassadors, guests of the United States Government. 8 June, 1860
- Druid Hill Park, purchased by the city in September, 1860, opened. . 19 Oct., 1860
- Attack upon the Sixth Massachusetts and Seventh Pennsylvania Regiments while attempting to pass through the city to Washington; 12 citizens and 3 soldiers killed; 23 soldiers and several citizens wounded. 19 April, 1861
- NOTE:—Seventh Pennsylvania Regiment sent back from President Street Depot in direction of Philadelphia.
- Scharf says: Citizens killed, 12; soldiers, 4; citizens wounded, 4; soldiers, many.
- Colonel Jones of Sixth Massachusetts: Soldiers killed, 3.
- Mayor G. W. Brown: Soldiers killed, 4; citizens killed, 12; soldiers wounded, 36.—W. F. C.



MONUMENTS OF BALTIMORE (Continued)

Poe

Wallace

Cælius Calvert (Lord Baltimore)



THE BALTIMORE BOOK



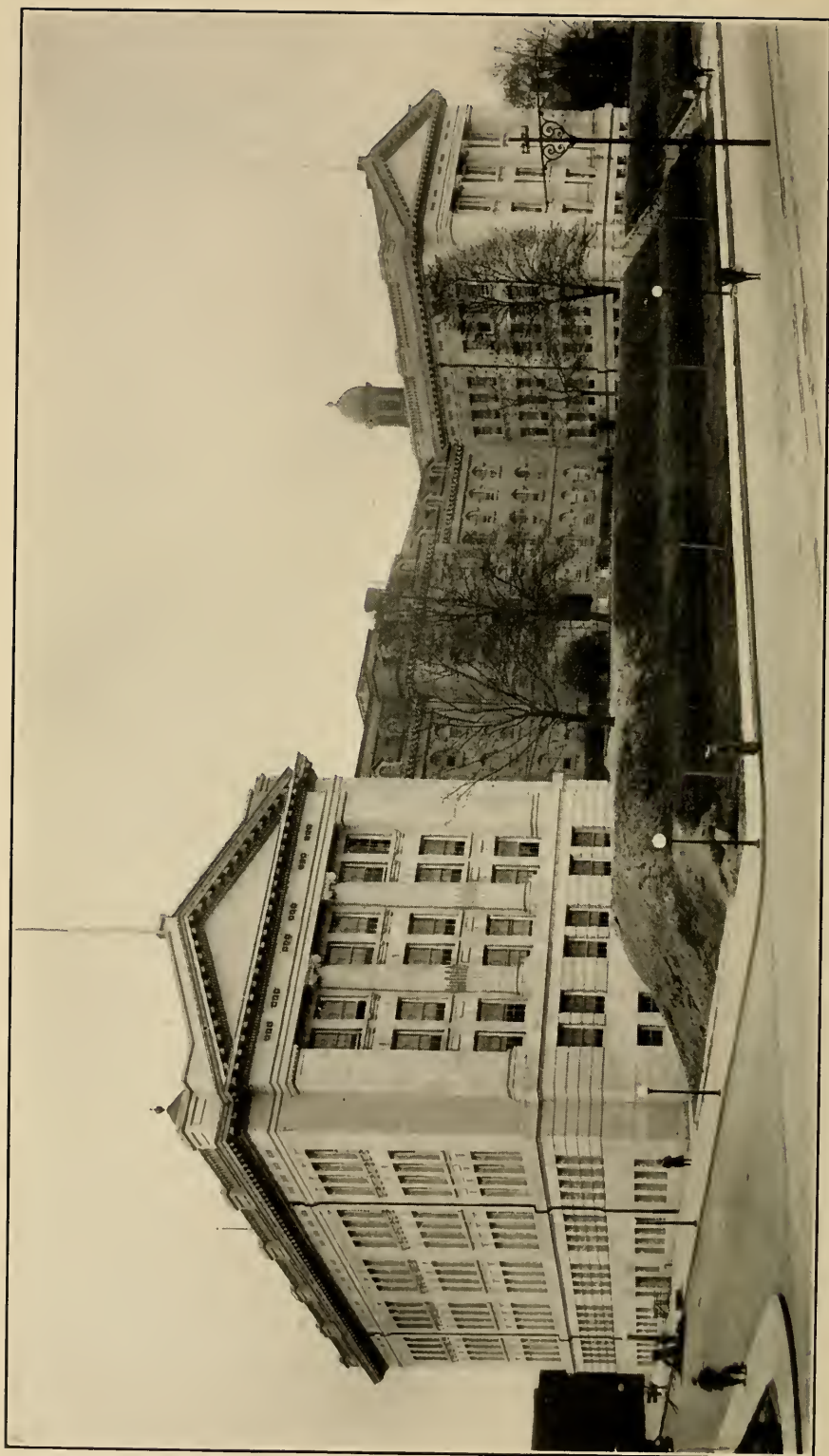
- Gen. B. F. Butler takes military possession.....13 May, 1861
- Thomas Wildey, the "Father of Odd-Fellowship in the U. S.,"
dies in Baltimore, aged 80 years.....19 Oct., 1861
- Corner-stone of St. Martin's Roman Catholic Church, southeast
corner Fulton avenue and Fayette street, laid.....9 July, 1865
- The Wildey Monument, erected by the Odd-Fellows, corner-stone
laid 26 April, 1865, is dedicated.....20 Sept., 1865
- Southern Relief Fair, in aid of the suffering poor of Southern States,
held at the hall of the Maryland Institute, receipts, \$164,569.97
2-13 April, 1866
- Maryland State Normal School opened..... 1865
- Dedication of the Peabody Institute.....25 October., 1865
- Corner-stone of Masonic Temple, North Charles street, laid 20 Nov., 1865
- Corner-stone of new City Hall laid.....18 Oct., 1867
- Excessive heat; thermometer 97 to 101 in the shade; 30 cases of
sun-stroke; 21 fatal.....16 July, 1868
- Most disastrous flood on record. A street car floats down Harrison
street; the water reaches to the second story of buildings, and
most of the bridges over Jones Falls, including the heavy iron
bridge at Fayette street, are swept away.....24 July, 1868
- Maryland Institution for the Blind, on North avenue, near Guilford
- Corner-stone of Mount Vernon Place Methodist Episcopal Church
laid.....26 Sept., 1869
- Ford's Grand Opera House inaugurated. Shakespeare's "As You
Like It," the opening play.....3 Oct., 1871
- Third National Bank robbed between banking hours, Saturday and
Monday; loss over \$220,000.....17-19 Aug., 1872
- Initial number of the Evening News.....4 Nov., 1872
- Thermometer 10 below zero night of.....29 Jan., 1873
- Church of the Ascension, Protestant Episcopal, destroyed by fire..
12 May, 1873
- Baltimore and Potomac tunnel, about 1½ miles in length, begun
June, 1871, and first passenger train passed through to Calvert
Station.....29 June, 1873
- Union Railroad tunnel (Greenmount avenue to Bond street) begun
May, 1871; completed June, 1873, and first train through....
24 July, 1873
- Most extensive fire to date (1873) in the city breaks out in a plan-
ing-mill on Park and Clay streets; 113 buildings destroyed, in-
cluding 2 churches, 3 schoolhouses; loss \$750,000....25 July, 1873
- Johns Hopkins dies, aged 79.....24 Dec., 1873
- Morning Herald established..... 1875
- City Hall completed..... 1875
- Monument to Edgar Allan Poe (Westminster Presbyterian Church-
yard) unveiled.....17 Nov., 1875



Baltimore's splendid water front offers unexcelled opportunities for all manner of aquatic sports and pastimes



- Johns Hopkins University incorporated 24 August, 1867; endowed by its founder with \$3,000,000, is opened..... 1876
- Following a strike on the Baltimore & Ohio Railroad, on the 16th, rioting occurred, and on the 18th troops were sent to Martinsburg—the President having issued a warning proclamation to the rioters. This was succeeded by strikes and riots on most of the leading railroads in the United States, accompanied by immense destruction of railroad property and freight. The riots were quelled by troops with considerable loss of life. On the 20th a riot occurred at the Sixth Regiment Armory, in Baltimore, in which eleven persons were killed and several wounded. The occasion was the movement of the regiment to assist in quelling the railroad rioters. The trouble continued until the end of the month before they were quieted, and on the 30th railroad travel was partially resumed..... July, 1877
- 150th anniversary of the foundation of the city celebrated 10-15 Oct., 1880
- Over 65 excursionists, principally from Baltimore, drowned by the giving way of the pier at Tivoli..... 23 July, 1883
- Enoch Pratt Free Library, founded by Enoch Pratt, with \$1,250,000 in 1882, formally opened to the public..... 5 Jan., 1886
- Great fire in Hopkins Place; loss, \$2,000,000; 7 firemen killed and 6 injured..... 2 Sept., 1888
- Asylum for Feeble-Minded Children opened..... Jan., 1889
- The Johns Hopkins Hospital, endowed with \$3,500,000, opened.. 7 May, 1889
- Six days' celebration of 75th anniversary of the defense of the city, begun..... 9 Sept., 1889
- 22 persons rescued from the wrecked steamship "Astoria" landed at Baltimore by the steamship "Decatur H. Miller".... 31 Aug., 1893
- Panic during Yiddish performance at Front Street Theatre; 23 persons killed; others injured..... 27 Dec., 1895
- Governor Lowndes approved the Act of the General Assembly, granting a new charter to the City of Baltimore.... 24 March, 1898
- Great fire, which traversed 140 acres and destroyed 86 blocks in the heart of the city. Loss, variously estimated, possibly about \$125,000,000..... 7-8 Feb., 1904
- "Greater Baltimore Jubilee" to celebrate the rehabilitation of the city, begun..... 10 Sept., 1906
- Y. M. C. A. building fund of \$500,000 completed..... 13 Nov., 1906
- New Custom-house opened..... 2 Dec., 1907
- Maryland Home Coming. The event was celebrated in Baltimore by parades and various official functions and festive demonstrations..... 13-19 Oct., 1907
- New building of Maryland Institute, School of Art and Design, on Baltimore street and Market Space, dedicated..... 26 Nov., 1907



POLYTECHNIC INSTITUTE
Baltimore's noted public school, devoted to technical branches



THE BALTIMORE BOOK



- William Pinkney Whyte, who had been State Comptroller, Mayor of Baltimore, Governor of Maryland, U. S. Senator and leading member of the Bar, died, aged 83.....17 March., 1908
- New building, Maryland Institute, Mt. Royal avenue and Lanvale street dedicated.....23 Nov., 1908
- New building of Walters Art Gallery (containing the finest private collection of paintings in America) opened.....3 Feb., 1909
- Electric current, generated at McCall Ferry, Susquehanna River, introduced in Baltimore.....14 Oct., 1910
- F. C. Latrobe (seven times Mayor of Baltimore City) died, 18 Jan., 1911
- John M. Hood Memorial unveiled.....11 May, 1911
- Key Monument unveiled.....15 May, 1911
- Celebration of 50th anniversary of the ordination of Cardinal Gibbons and the 25th anniversary of his elevation to the rank of Cardinal.....6 June, 1911
- S. S. "Friedrich der Grosse," largest steamship to visit port, Baltimore to Bremen, sails.....28 June, 1911
- High pressure fire pipe line placed in service.....23 Apr., 1912
- Henry Phipps Psychiatric Clinic of Johns Hopkins Hospital opened, 1913

CHRONOLOGY COMPILED FROM VARIOUS SOURCES, INCLUDING HARPER'S BOOK OF FACTS
COPYRIGHTED



Soldiers and Sailors Monument, Druid Hill Park



COLLEGE FRATERNITY DANCE

Just to show that student life in Baltimore is not all work, but has its very pleasant diversions



A BALTIMORE DINING ROOM
Well appointed hotels are an important feature of the city



WITHIN THE REALM OF THE EPICURE

Type of hotel dining room where one's appetite is sharpened by pleasant surroundings



DEMOCRATIC NATIONAL CONVENTION (FIFTH REGIMENT ARMORY)
Where President Wilson was nominated



"THE GREAT WHITE WAY"

Baltimore Street, east from Charles. A specimen of the City's splendid lighting system



NIGHT VIEW OF THE BUSINESS SECTION

Countless electric lights produce a very brilliant and pleasing effect



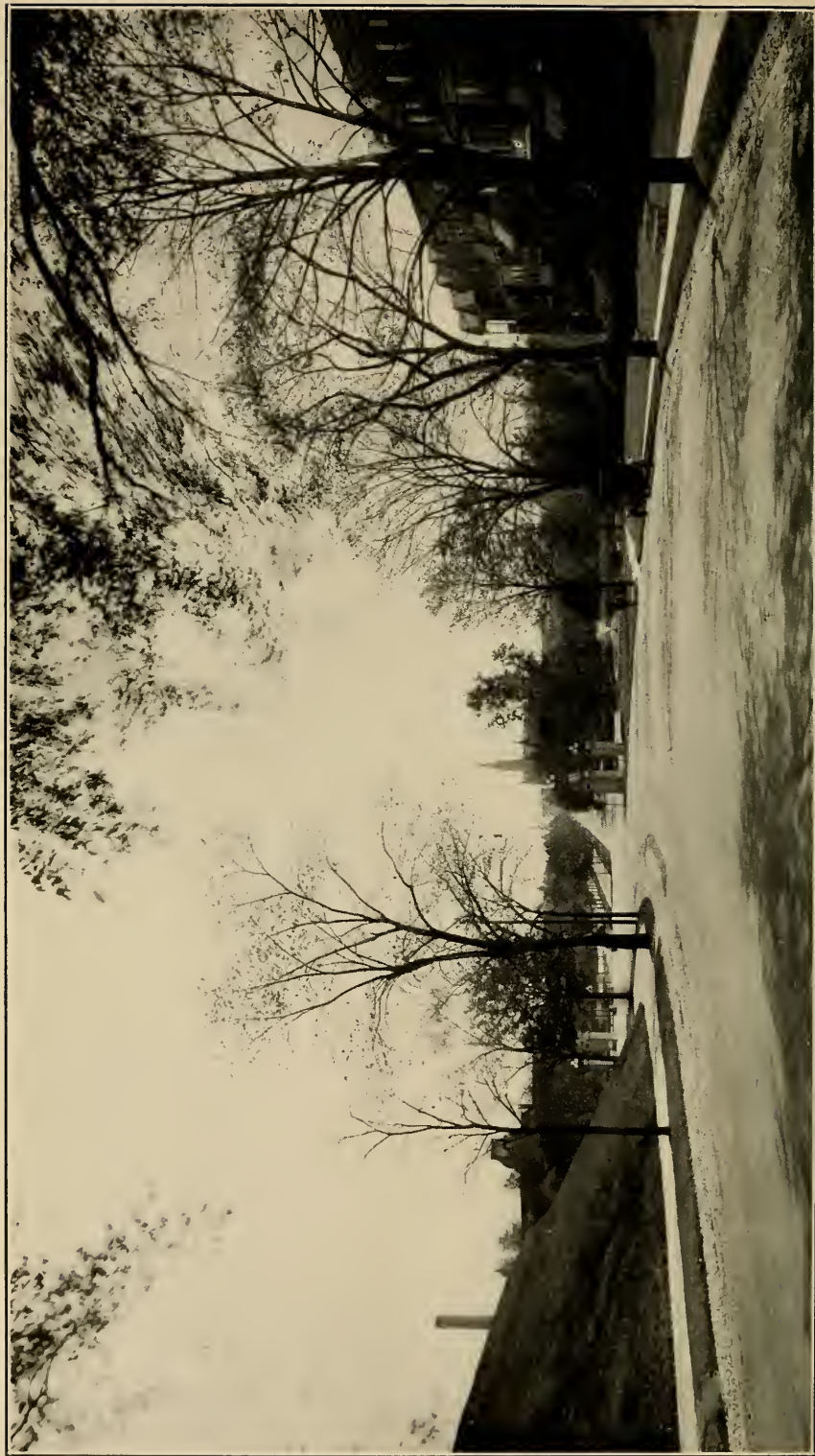
NORTH CHARLES STREET AT NIGHT (RESIDENTIAL)

Union Station in the middle distance. Streaks of light in the street are due to the headlights of moving cars and automobiles

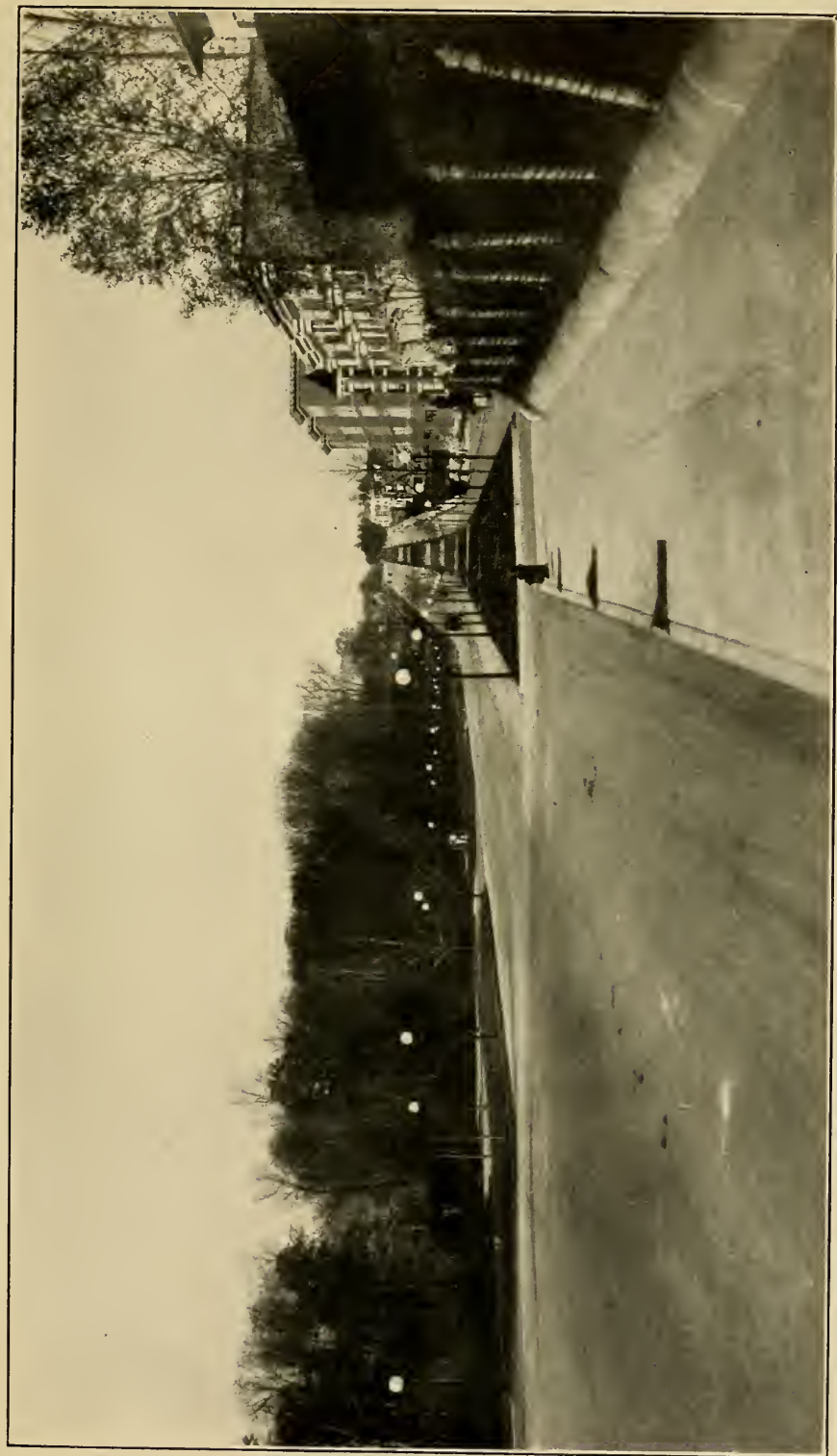


NORTH CHARLES STREET AT NIGHT (RESIDENTIAL)

Looking south toward the centre of the city. Washington Monument in the middle distance

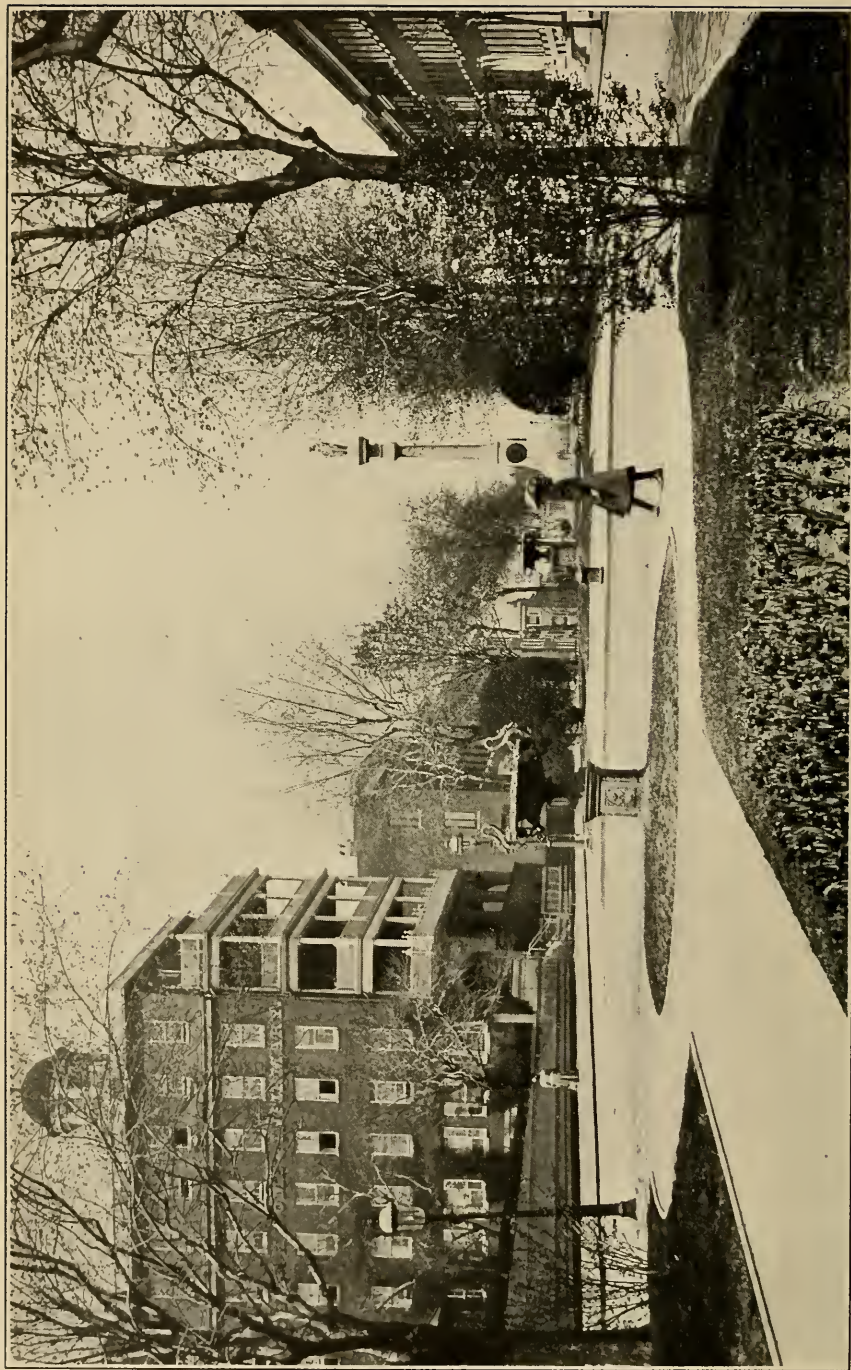


MOUNT ROYAL TERRACE
Just inside the gates of picturesque Druid Hill Park



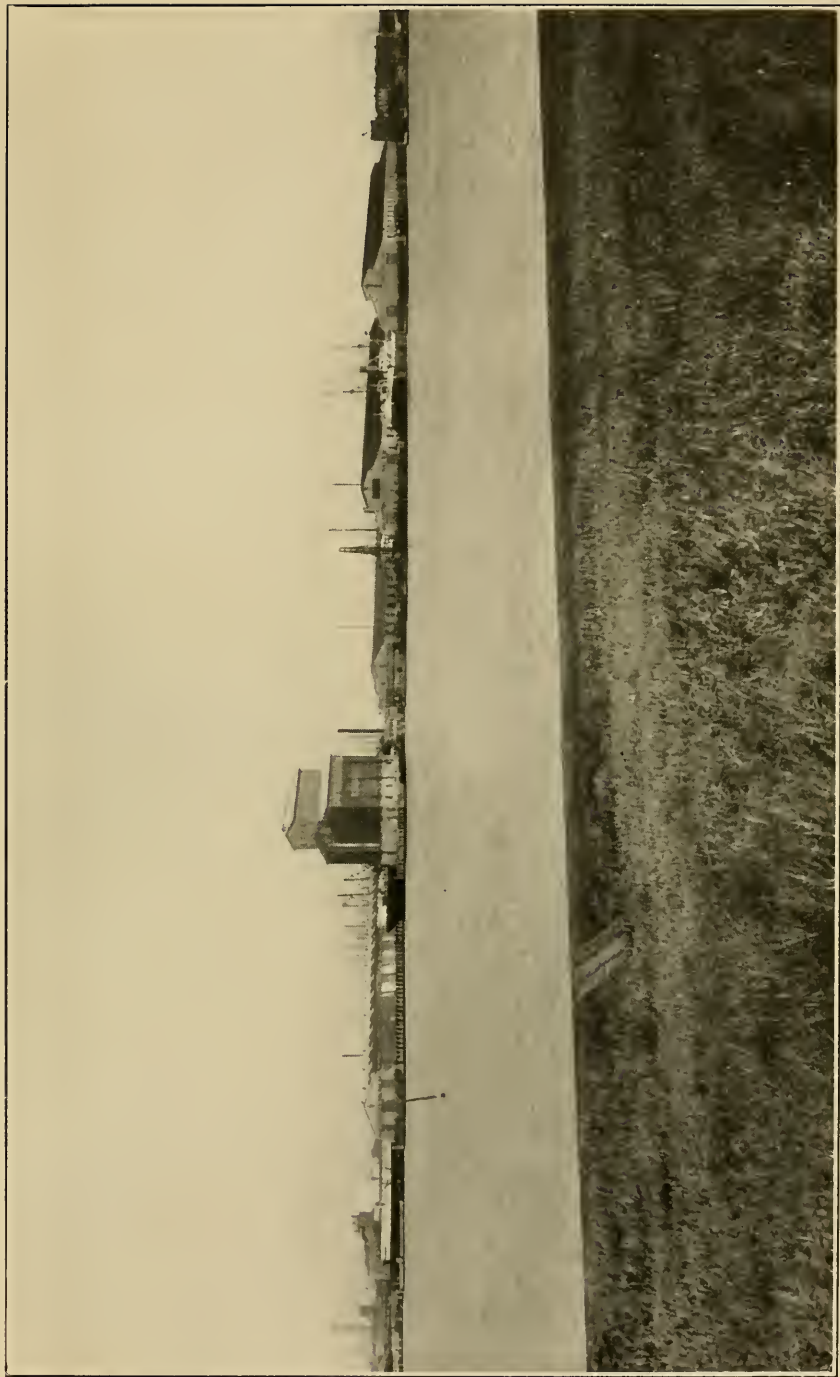
UNIVERSITY PARKWAY

Type of thoroughfare not at all rare in Baltimore



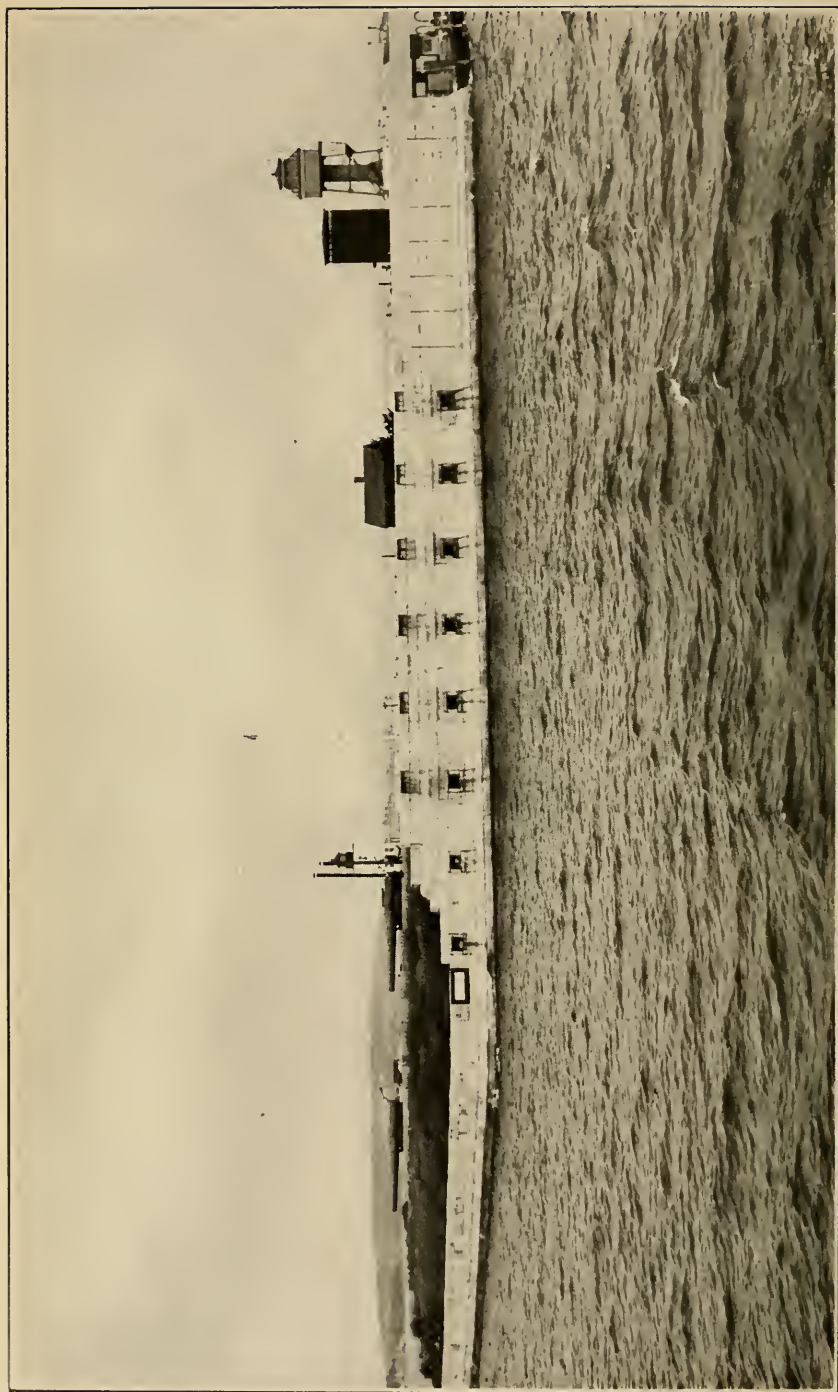
BROADWAY, NORTH FROM BALTIMORE STREET

The large building on the left is the Church Home and Infirmary, where Edgar Allan Poe died
The Wilsey I. O. O. F. Monument is in the center background



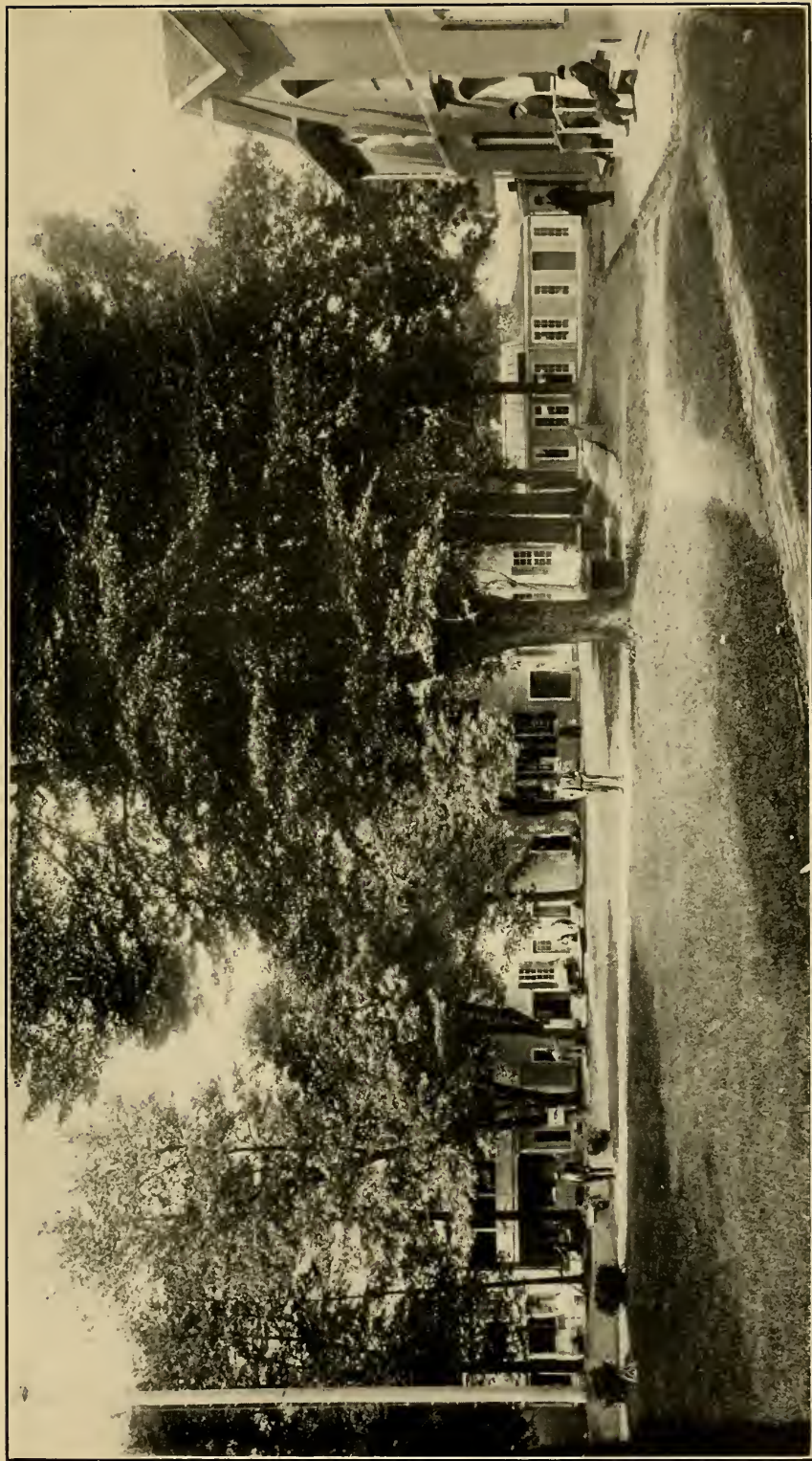
GREAT PIERS AND ELEVATORS OF THE NORTHERN CENTRAL (PENNA.) RAILROAD

Baltimore has miles of such terminals, where the largest steamships find comfortable berths



HISTORIC FORT CARROLL

One of Uncle Sam's bull dogs which defends Baltimore. Robert E. Lee was the engineer in charge of this fortification, prior to the Civil War



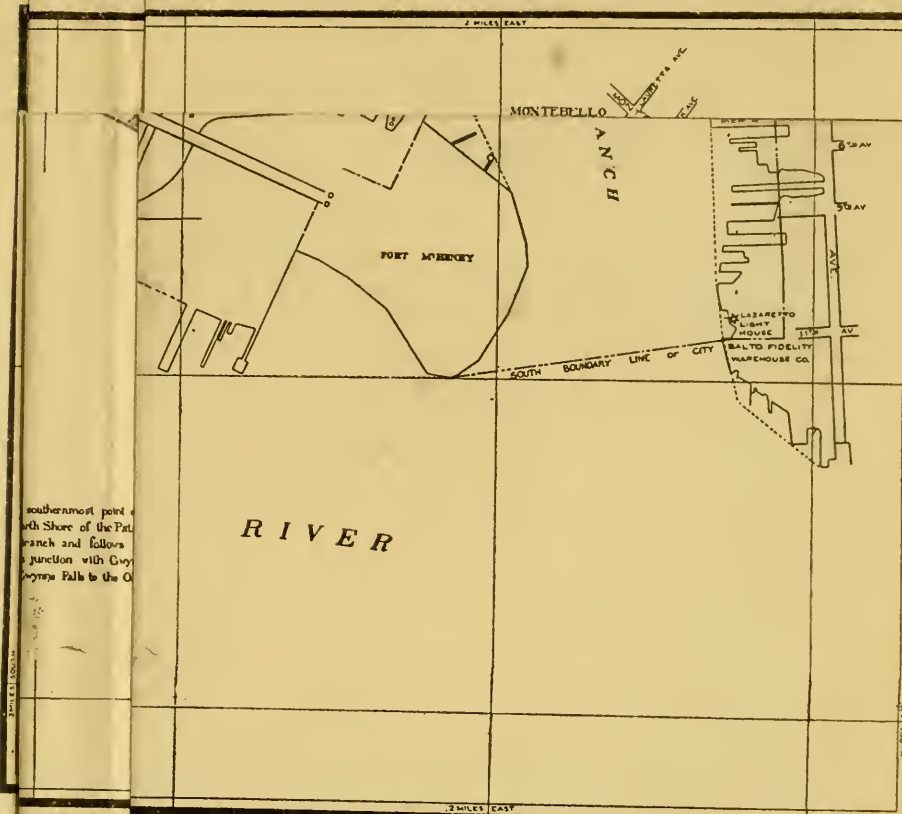
CONFEDERATE HOME, NEAR BALTIMORE

Where many of the Maryland "boys" who wore the gray are spending their declining years. This institution is supported by the State and by private contributions



Y. M. C. A. BUILDING—FRANKLIN AND CATHEDRAL STREETS

The Association is splendidly housed in Baltimore, and
its beneficial influence is far-reaching



southernmost point of
 with Shore of the Patuxent
 branch and follows
 a junction with Cuyahoga
 River Falls to the O

under dir



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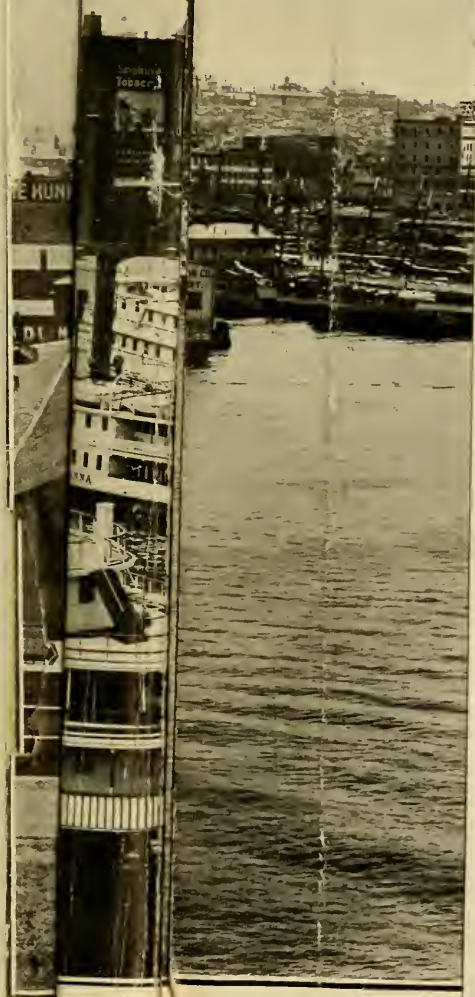


George Peabody, Founder Peabody Institute

BALTIMORE'S CELEBRATION OF THE NATIONAL
STAR-SPANGLED BANNER CENTENNIAL,
SEPTEMBER, 1914.

Baltimore has held many large and successful celebrations, but the most elaborate and brilliant in its history will be the observance of the One Hundredth Anniversary of the successful defense of Baltimore at North Point and Fort McHenry, the birth of the national anthem, the achievement of national independence and a century of peace and progress.

The program will extend from September 6th to 13th. On Sunday, September 6th, there will be patriotic sermons and addresses in all the churches of the City. In the afternoon there will be a grand musical festival in Druid Hill Park by mass orchestra and the United Singing Societies of Baltimore, and in the evening there will be a brilliant illumination of the City. Monday will be devoted to the welcoming of distinguished visitors, to the unveiling of tablets and monuments by patriotic societies and to the arrival and reception of the famous frigate Constellation, and the battleships and cruisers which the Navy will send for the week of the celebration. In the evening there will be a general illumination of the City, with band concerts located in different sections, so that the spirit of the whole anniversary may be enlivened. On Tuesday there will be an Industrial Parade, which is expected to display most of Baltimore's four thousand different industries. It is expected to have features that have never before been seen in a procession of this kind and it will consume practically all of the day. In the evening there will be another illumination of the City, with band concerts in different sections. In fact, these band concerts and the general illumination will be arranged so as to last throughout the week. On Wednesday the fraternal orders will hold the largest parade in the whole history of fraternalism in the United States. These orders have been prime movers in the Centennial work and they will have expensive floats, which will add greatly to their display. This work has called forth a mass of detail, which is an indication of the deep interest taken in the event by the different societies. Thursday will be Municipal and Athletic Day, with contests in the morning, with unveiling of tablets and monuments by historic societies in the afternoon and with the historical floats depicting different events in history in the evening. On Friday will be the great Army and Navy Day, with a military parade of many thousand troops, including the Army and Navy and the National Guard, along with detached companies. In the evening will be a banquet to the President of the United States and his Cabinet, the Governors of the different States, the visiting officers of the Army and Navy and specially invited guests. The climax will come on Saturday, which will be The Star-Spangled Banner Day. The flag will be escorted through the highways of the City to Fort McHenry, whose successful defense gave Francis Scott Key the inspiration for his song. The escort will consist of the President of the United States, of the Governors of the different States and of distinguished and specially invited guests, and of troops from the eighteen States which formed the Union when "The Star-Spangled Banner" was written. On the arrival of this procession at Fort McHenry, President Wilson will deliver an address and "The Star-Spangled Banner" will be sung by a human flag composed of thousands of school children of Baltimore. On the evening of Saturday there will be a display of fireworks, reproducing many features of the battle. Sunday, September 13th, will be Peace Day and the exercises will take place in the churches of the City.





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VIEW OF THE BUSINESS DISTRICT FROM THE UPPER HARBOR
The greater part of the section shown above was in ruins after the fire of February 7th and 8th, 1904, which resulted in an estimated loss of \$125,000,000

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